

OCT 14 1911  
OCTOBER 12, 1911

PRICE 10 CENTS

# LESLIE'S

ILLUSTRATED WEEKLY



WHERE IS MY WANDERING GIRL TO-NIGHT?

## Judge Prints



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### A WIDOW'S WEEDS

By James Montgomery Flagg

Photogravure in black, 12 x 16  
Fifty cents

Our catalogue, giving full description of prints in sepia and hand-colored tones, ranging in price from twenty-five cents to two dollars, will be mailed you upon receipt of ten cents in stamps.



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Fifty cents  
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only one of a kind and by well-known artists, can be had from one dollar upward as long as they last. Write us about them.

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## Editor's Desk

Appreciation and praise are always incentives to greater efforts. It is especially gratifying to the Editor to receive commendatory words from his readers.

Letters commending the series of stories by Reginald Wright Kauffman on "The Girl That Goes Wrong," disclosing the various phases of the White Slave iniquity, have come to this office from such well-known and estimable persons as:

Judge Ben Lindsey, of Denver.	Arthur Burrage Farwell, President of the Law and Order League of Chicago.
Judge James T. O'Neill, of Baltimore.	Clifford Griffith Rowe, a leading lawyer of Chicago.
Rev. Dr. Josiah Strong, President of the American Institute of Social Science.	Rev. Leslie Eric Wethey, of Conitocock, N. H.
Rev. A. S. Gregg, Superintendent of the American Civic Reform Union, Cleveland, O.	Dr. E. M. Wilder, of San Francisco.
John D. Rockefeller, Jr.	Rev. Dr. J. Frederic Berg, of Staten Island.
Anthony Comstock.	Miss Kate Waller Barrett, President of the National Florence Crittenton Mission, Washington, D. C.
Miss Lucy A. Hall, of the Chicago Deaconess Home.	David L. Devine, Manager Postal Telegraph-Cable Co., Olympia, Wash.
James Pedersen, Secretary of the American Society of Sanitary and Moral Prophylaxis.	

This vitally interesting series in Leslie's, which has attracted the attention of the public all over the United States and has set all Leslie's readers and their neighbors to thinking, will be continued for several numbers. In concluding, Mr. Kauffman will give his views as to the cause of the social evil and present his remedy. Thus he will crown his descriptive and analytic work with constructive suggestions of great value to the workers for social purity.

Let us hear from you. Leslie's would like to test the sentiment of all its readers. Every reader is invited to send to the Editor a frank and candid expression of opinion on the Kauffman articles. We want the truth. Address Editor Leslie's, 225 Fifth Avenue, New York.

## "A satisfied customer is a good advertisement."

Advertisement No. 1

"It is with pleasure that I inform you that in direct returns received from many magazines that have contained our advertisement, Leslie's has been one of our strongest factors and that in the future the name of the Z-Z-S will be found in the advertising columns of your interesting publication."

✱ ✱ ✱

Profit by the experience of the above advertiser. You must give Leslie's a fair trial. Your business interests demand it. When you have given Leslie's a good tryout the name of your product will be found in the advertising columns of this interesting publication thereafter.

ALLAN C. HOFFMAN  
Advertising Manager

 **Leslie's**   
ILLUSTRATED WEEKLY  
225 FIFTH AVENUE, NEW YORK

330,000 circulation guaranteed — \$1.25 a line



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JUDGE is a welcome guest at the best clubs — travels on the best trains and ships, puts up at the best hotels and is a well-known and regular guest at a great many homes from one end of the country to the other.

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**GIVES A FLOOD OF LIGHT**  
That Makes Evenings a Pleasure to the Campers

This 14 candle power lamp is the most convenient lamp made for Campers, Hunters and Anglers. Fulfills every lighting requirement. In the camp—on the woods—or on the water. Projects a bright white light.

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**ALWAYS THE SAME GOOD OLD Blatz**

# Leslie's

## ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

"In God We Trust."

CXIII. Thursday, October 12, 1911 No. 2927

New York Office: Brunswick Building, 225 Fifth Avenue. Western Advertising Office: Marquette Building, Chicago, Ill.; Washington Representative, Munsey Building, Washington, D. C.

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Subscriptions and advertising for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

TO ADVERTISERS:—Our circulation books are open for your inspection.

TERMS: Ten cents a copy, \$5.00 a year, 16 all subscribers in the United States, Mexico, Hawaii, Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on New York, or by express or postal money order.

BACK NUMBERS: Present year, 10 cents per copy; 1910, 20 cents; 1909, 30 cents, etc.

Subscribers when ordering a change of address should give the old as well as the new address, and the ledger number on their wrapper. From two to three weeks must necessarily elapse before the change can be made.

Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always.

The publishers will be glad to hear from subscribers who have just cause for complaint. If LESLIE'S cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly reported. Senders of photographs or letterpress must always include return postage. We receive such material only on condition that we shall not be held responsible for loss or injury while in our hands or in transit.

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### Some of Next Week's Features



Dated October 19, 1911

**THE BOOK THAT AROUSED A SLEEPING CITY.** A commission which investigated vice conditions in Chicago has issued a report so full of terrible facts and so outspoken that the postal authorities have refused to permit its transmission through the mail. Roland Bruce Barrett, a prominent worker for social purity, will give the gist of the report in a series of articles in LESLIE'S WEEKLY. Mr. Barrett's conclusion in the first article is that bad home conditions are a great factor in our social evil.

**Taft Wins in the Enemy's Country.** This is another in the series of Arty Ess's interesting articles, giving impressions of the effect produced by the President's Western tour. Everywhere, it is shown, the President wins allies, even when he is in the very heart of the so-called enemy's country.

**Injecting New Life into Small Towns.** This will be the first of a series of articles giving pointers to the path of prosperity. It was written by Chalmers Lowell Pancoast and it will tell of the efforts made by small communities to enliven trade within their bounds. It will be followed by an article by John Duffy setting forth the advantages of municipal advertising. Later still the problem of Western trade will be discussed in these columns by A. C. Trumbo, executive chairman of the Trans-Mississippi Commercial Congress. In another issue Charles Moreau Harger will describe Western State fairs and indicate their influence in the development of the West.

In answering advertisements please mention Leslie's Weekly

Just a little *Easier* every minute makes the **Light Touch Monarch** the typewriter of efficiency

No Three O'Clock Fatigue

THE light touch of the Monarch makes good work just a little easier for the operator every minute of her working day, than is possible with any other machine. This means much more work in the whole day and no three o'clock fatigue. Hence, more business, more profit. Write us and we will write you.

Better yet, let our nearest representative show you the Monarch. If he isn't near enough and you know of a good salesman, send us his name and address.

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Executive Offices: Monarch Typewriter Building, 300 Broadway, New York.  
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This Label on Every Garment.  
Summer Underwear

**YOU** don't have to take any one's word. You know "Porosknit" every time by this label.

**50c a Garment**  
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Boys' 25c each. Union Suits, 50c  
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CHALMERS KNITTING CO., Amsterdam, N. Y.

**AGENTS 100% PROFIT**  
**15 In One**

Just out. Patented. New Useful Combination. Low priced. Agents wanted. Sales easy. Every home needs tools. Here are 15 tools in one. Essex Co., N. Y. agent sold 100 first few days. Mechanic in shop sold 50 to fellow workmen. Big snap to hustlers. Just write a postal—say Give me special confidential terms. Ten-inch sample free if you mean business. THOMAS HFG. CO., 6514 Wayne Street, DAYTON, OHIO

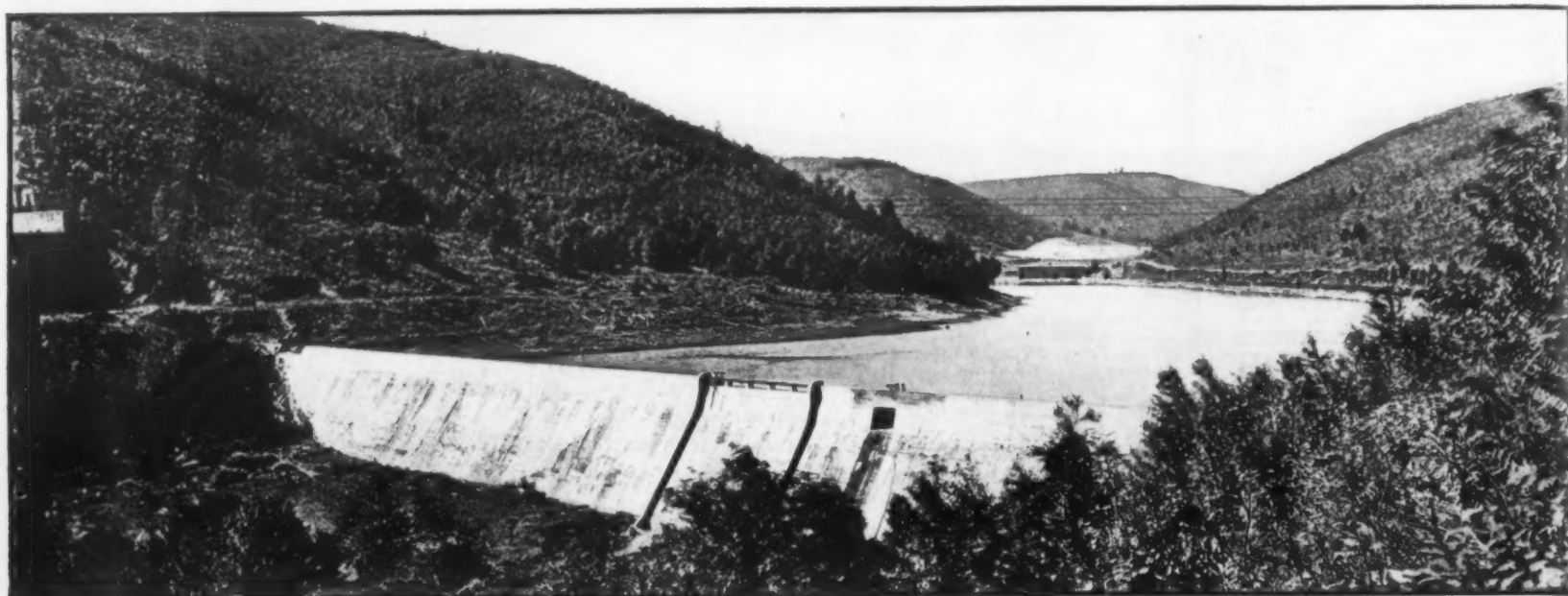
**AGENTS! BIG PROFITS.**

Makes Every Man an Expert No Experience Necessary Guaranteed for Life

New patented Automatic Razor Strapper. Automatically puts a perfect edge on any razor, old style or safety. Big seller. Every man wants one. Write quick for terms, prices and territory. E. Brandt Cutlery Co., 54 W. Broadway, N. Y.



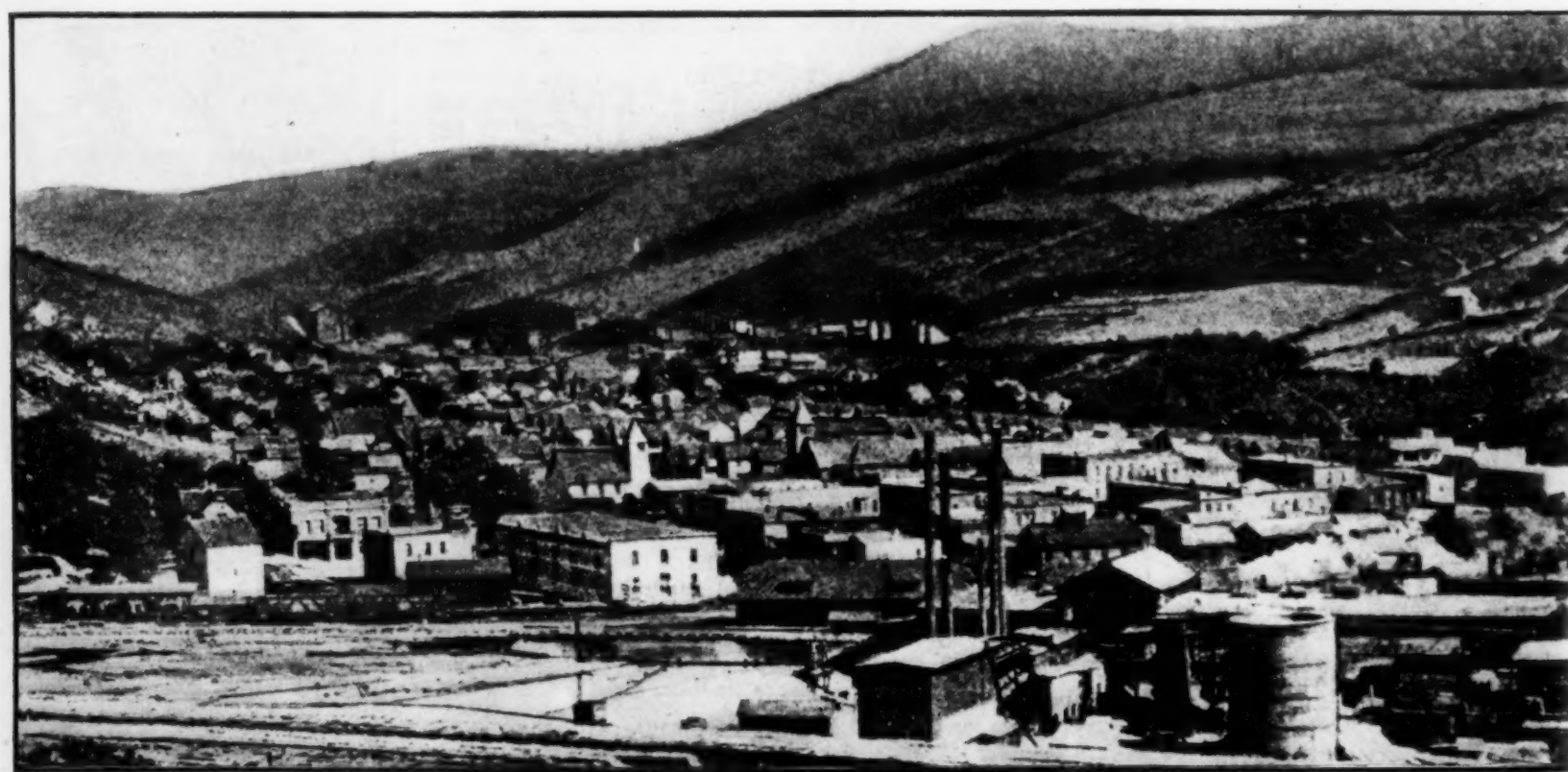
# Death and Destruction Ride with a Great Flood



The Bayless dam at Austin, Pa., containing more than 400,000,000 gallons of water, prior to the break which flooded and destroyed the city of Austin.



The shattered dam after the great wall of concrete had crumbled and loosened a monster mass of water on its mission of destruction. The X indicates the first break in the dam.



The thriving little town of Austin, Potter County, Pa., as it appeared prior to its destruction.

Austin, Pa., a bustling little mill town of 3,200 inhabitants, was totally destroyed, on September 30th, by the breaking of a big dam, which let forth a deluge. The neighboring village of Costello, also, was badly damaged. It is estimated that more than 200 lives were lost, with damage of \$6,000,000. The concrete dam across a pulp-mill pond collapsed and a vast quantity of water was freed to run down a narrow valley, carrying death and destruction in its wake. In 1909 a crack was discovered in the dam and repaired. Half an hour before the disaster the dam was inspected by a watchman, who failed to detect anything

wrong. Suddenly the concrete at one end gave way and soon the break was general. An engineer telephoned to the city. The flood moved so fast, the alarm came too late. It was in the middle of a Saturday afternoon holiday. Hundreds were trapped in homes and drowned. Natural-gas mains broke and overturned stoves started fires within a moment after the flood had passed, adding to the terror and suffering. It is believed that Austin will never be rebuilt, the destruction of the mills having deprived the people of a means of earning a livelihood. Photographs of the disaster will be found on page 404 of LESLIE'S.

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# EDITORIAL

## Wake Up!

**W**HAT'S the matter with business? Why are merchants not replenishing their stocks? Why are many of our mills running on short time? Why are thousands of workmen being laid off? Why do those who have money hesitate to invest it? Why, when prices of good Wall Street securities are lower than they have been in years, is there hesitation on the part of the wealthiest investors to pick up what would have been considered, a few months ago, great bargains?

There is but one answer to these questions, and that is, popular distrust caused by self-seeking demagogues, muck-raking magazines and yellow newspapers. Distrust always leads to suspicion and suspicion to loss of confidence. Every reader knows this. He knows it by personal experience. Let him answer the questions we have asked and see if he will come to any other conclusion.

What should those do who desire a return of prosperity, full resumption of work in the mills, busy clerks at the counters and busy workmen in the factory? Send the self-seeking demagogues, muck-rakers, trust-busters, railroad-smashers and all the rest of the crowd of fanciful theorists and selfish uplifters back to the rear, where they belong.

Give prosperity one more chance, in this great and glorious country which a kind and overruling Providence has so abundantly blessed. Its greatest curse has been a crop of malcontents—a crop which has grown as rapidly as do the weeds while the husbandman is asleep.

Wake up!

## Let Republicans Beware.

**T**HE REPUBLICAN leaders ought to realize by this time that their party lacks the unity and the confidence which it possessed on the eve of the presidential campaign of 1908, while their antagonist is in far better condition than it was in then. The discord among the Republicans, which first revealed itself in the extra session of 1909, was increased in the regular session immediately following, and was still further heightened in the extra session of 1911. On several of the tariff bills in the recent session the insurgents widened the gap between them and the regulars. They went over to the Democrats for the express purpose, apparently, of embarrassing the President by handing him measures which he would feel constrained to veto. The chances now of getting in the canvass of 1912 anything like the harmony and the enthusiasm which were shown in 1908 are exceedingly poor. On the other hand, the Democrats are more nearly united than they have been, for Bryanism is played out, just before a presidential campaign, since 1892, the year when they elected Cleveland a second time.

Under the leadership of Speaker Clark and Chairman Underwood in the House, the Democrats have shown a practical ability and a restraint which was not expected from them. Their tariff bills did not make such steep cuts as Mr. Bryan and some of the other radicals urged, but those which they made got the support of radicals as well as conservatives in their ranks. Senator Martin, their leader in the Senate, showed a good deal of poise and, by the aid of the insurgents, carried several Democratic measures through a chamber which is technically Republican. In neither chamber was the Republican party able to make any headway.

Except for Bryan's contumacy and insurgency, there is a fair degree of concord among the Democrats. They have an unusually large supply of good nomination timber. Speaker Clark, Governor Harmon, Governor Marshall and Chairman Underwood are among the men who are prominently mentioned in connection with the nomination. These are all capable and popular men. Under the lead of any one of them the Democratic party could make a strong fight for the presidency in 1912. It is altogether probable that some one of those will be nominated. All are well known to the country. Governor Wilson, of New Jersey, had a chance, but he sacrificed it when he went over bodily to the Bryan camp.

To Republicans as well as Democrats it is a matter of some consequence that William R. Hearst has returned to the Democratic ranks. So has Thomas E. Watson, the presidential candidate of the Populists in several campaigns. So, likewise, has Thomas L. Hisgen, the self-advertised Independence League presidential nominee of 1908, whom Mr. Hearst supported in that year, but who is not a factor worth noticing. It is

probable that all of them will work for the Democratic candidate of 1912, unless an ultra-conservative should be selected. Among the Republicans the reverse is the case. Every one of the insurgents supported Mr. Taft in 1908, but it would be rash to say that all of them will talk or vote for him in 1912. Senator LaFollette has opposed him so persistently in the past year or two that he is not likely to show any enthusiasm for him next year. Some of the insurgents, but not all of them, will return to the Republican fold in 1912, but the Democratic candidate is reasonably sure of having the support of tens of thousands of persons who opposed Parker in 1904 and Bryan in 1908.

The situation ahead of the Republicans is serious enough to give their leaders uneasiness. With the growth of radicalism in each party in recent years the task of the conservative in making a choice promises to be much more difficult in 1912 than it was in 1908 or earlier. Under such conditions would it not be wise for the Republican party to swing to the conservative side and make "Prosperity" its platform?

## Canada Helps the Republicans.

**B**Y DEFEATING reciprocity Canada aids the Republican party. The fact that the aid was unintentional and unconscious does not detract from its effectiveness. As was shown by the protests at the time the measure was before Congress, hundreds of thousands of farmers were angered by it, and a large portion of them would probably have voted against President Taft in 1912 if the pact had gone into operation. Those of them who have been Republicans will now support the ticket. The insurgents, most of whom opposed reciprocity and who from their Washington headquarters had started to make a campaign against the President on this issue, are now out of ammunition.

It will be remembered that a majority of the Republicans in each branch of Congress voted against the measure when it was presented there. It was carried by a combination vote of the minority of the Republicans and a practically solid body of the Democrats. If Canada had accepted it, the Democrats would have been in a position to claim the credit for its enactment. It could not correctly be classed among the Republican achievements. Thus, whether it benefited or injured the country in operation, it could not be cited by Republican newspapers or spellbinders as a Republican work. And thousands of farmers would be impelled by it to vote against the President for his share in pushing it.

More probably than he realizes yet, President Taft will be helped by Canada's rejection of the trade pact. There will be no reason any longer for any defection from the party. The insurgent States, which were hostile to the measure, will now be placated. Messrs. Cummins, Bristow and their associates will lose an argument which they expected to make effective in the coming campaign. Wisconsin, Iowa, Kansas and the rest of the States in the insurgent belt may now be relied on to cast their vote for the Republican ticket. Wherever he has gone on his tour, Mr. Taft has made a good impression. He has especially strengthened himself in the States beyond the Mississippi. But the defeat of reciprocity by the Dominion is a piece of good luck for him which he did not expect.

## The Winner!

**T**HE MIDDLE of the road is no place for a fighter. You will always find the man who has not the courage of his convictions making for the middle of the road. You will always find the trimmer who wants to favor both sides or to oppose neither walking in the middle of the road.

The middle of the road is the place for the man who has no settled convictions. It is the place for the man who is looking for favors from both sides and dare not oppose either.

No great victory was won by any general who stood in the middle of the road. He had to be on one side or the other. He had to lead, he had to have followers, and something besides camp followers.

It is the middle-of-the-road man who hangs up the jury when a criminal should be convicted. It is the middle-of-the-road man who obstructs a great public policy because some one raises a doubt as to its expediency. It is the man in the middle of the road who, knowing that an evil confronts him, is afraid to say so, because he may hurt his neighbor's feelings.

No great victory was ever won in the world by the middle-of-the-road man. The man in front wins, the leader bold and aggressive, superb in courage, dauntless in battle, fearless forever.

All of which is respectfully referred to President Taft.

## The Plain Truth.

**N**OBODY loves a loser.

**T**HANKS! It is said that the seizure of Tripoli by Italy will divert the flood of Italian immigrants from this country to Tripoli. Italy has long coveted Tripoli and took an opportune moment to wrest it from Turkey. Henceforth it is to be an Italian colony. Lying much nearer to Italy than the United States, it will open the door to the Italian immigrant. We can spare him.

**H**ELL! The application to incorporate "Hell" by a proposed concern to conduct cafes and restaurants was promptly turned down by Secretary of State Edward Lazansky, of New York. Without any specified statute prohibiting the use of the title, the application was very properly refused on the grounds of public policy and decency. Such a name would create a passing sensation for a cafe, but should it try to live up to the title it would hardly be conducive to either civic pride or righteousness.

**S**MASH! A fair indication of the state of the public mind comes from Iowa. News dispatches tell us that in that hotbed of political insurgency the people who welcomed President Taft were at first disappointed "because he didn't smash a few heads" in his speeches. On the contrary, the President made his judicial-minded argument in defense of his attitude on the tariff question. He held the attention of the smashers long enough to convince them that there was justice and fairness on his side of the question. Those who came to smash remained to praise. It is too bad that all the people everywhere, who have been in the smashing and busting business so long that they are getting used to it, will not stop and think a while in the sober light of reason. Samson was the great smasher of Biblical days. He pulled down the pillars of the temple. He smashed everything in sight. What became of Samson?

**F**RONT! The business men of Rochester's (N. Y.) Chamber of Commerce have taken the lead as an organization in coming to the front against the drastic, unworkable and destructive Sherman anti-trust law. Let business men's organizations everywhere throughout the United States come to the front as Rochester has done. Let workingmen's organizations do the same. Hard times means not only idle capital, but idle labor. Capital can stand it longer than labor. Let the workingmen bear this in mind and let them rise in their might against the guerrilla army of trust-busters and railway-smashers who have had their way altogether too long. We have no sympathy with any movement to reduce the wages of the working masses. It will be the fault of the workingmen themselves if this movement goes further. Capital and labor go hand in hand. They rise and fall together. Don't forget it.

**L**AUGH! When the Austin, Pa., dam went out, with a loss of two hundred lives and a damage of \$5,000,000, a telephone girl in an Austin mill was laughing—at least, this is the report of the newspaper specials. When the dam broke, some one called the mill's stenographer, who had charge of the telephone at the company's office, and shouted, "For God's sake, warn the town! The dam is broken!" The young girl laughed and hung up the receiver. She gave no heed to the warning. She thought it was a joke. Directly the rumble of the flood was heard and destruction began. All over this country thoughtless, inconsiderate and reckless men and women are hearing the warning voice of admonition against the breaking down of the prosperity dam, which the trust-busters and railway-smashers are doing their best to demolish. Must the people be engulfed in a disastrous panic like that of 1907 before they realize the fearful nature of their warning? We sincerely hope not.

**L**YNCH HIM! Some one has the temerity to make a plea for "Sanity in Politics," in an open letter which he courageously signs "John E. Bliss" and sends to the New York Sun. He says: "The Standard Oil must have credit for conducting the greatest business enterprise that is known in history. It has distributed its wares in every country under the sun and the public has had a cheaper product than could have been otherwise delivered." He adds that busting this company into thirty-three different corporations, with thirty-three times the expense of management, is going to cost money. He says the public would like to know who is to pay this extra expense. He answers by saying that it will be the public and the consumer. This is obvious. Nevertheless, "in the light of reason" as the muck-rakers see it, this is treason. Mr. Bliss must be lynched or gotten out of the way somehow. This is no time for free speech or fair play. They are getting out of fashion.



# The Appalling Flood Disaster at Austin

Startling in its resemblance to the disastrous Johnstown Flood of May 31, 1889 was the recent disaster which swept Austin and Costello, Pa., from the map. The Johnstown Flood inundated the thickly settled Conemaugh Valley, and the number of dead there was 2,235 and the property loss \$10,000,000.



THE BAYLESS PULP AND PAPER COMPANY PLANT AFTER THE BREAK. The Bayless Company built the dam to provide their plant with power. It was about three-quarters of a mile up the valley from the mill which was to the right of the picture. The mill was among the first buildings caught by the rush of waters. The loss on it alone was estimated at upwards of \$1,500,000.



OUR PHOTOGRAPHER IN THE FLOOD. Wade Mountfort, Jr., was one of the first outsiders to reach the scene of the disaster. In the photograph he has waded into the rushing water to get a close-in picture of the crumbled dam. Many photographers on the scene braved serious injury to get good pictures of the flood.



WRECKAGE WHICH SAVED A MILL. In the front of the photograph may be seen State Senator A. T. Baldwin's overturned automobile. Under the wreckage of his residence his father and mother were killed. The mill in the background escaped serious injury because of the wall of debris piled up before it by the first rush of water. In this instance it acted as a protecting barrier.



THE HEROINE OF THE GREAT DISASTER. Miss Lena Binkley, a nineteen-year-old telephone operator, saved hundreds of lives by her presence of mind. As soon as word of the disaster reached her she notified the mills and urged them to sound their whistles. She remained at her post until there was barely time to escape. Her own home was destroyed.



AUSTIN'S PA. BUSINESS CENTER A MASS OF WRECKAGE.

The postoffice and telephone exchange were rendered inaccessible by piles of debris. From this point warnings were flashed down the valley by brave telephone girls who stuck to their posts until death was at hand. By their heroism a number of persons were able to escape.



HOMES OF WORKMEN DESTROYED BY THE FLOOD.

On the crest of a wave forty feet high was carried a pile of wreckage which acted as a battering ram on all with which it came in contact. The car wheels shown are all that was left of a coal train which was swept away. The upper part and contents were carried far down the valley.



WHERE MANY DIED WHEN THEIR HOUSES COLLAPSED.

Warning whistles were unavailing in many instances, and it is feared that the number of children drowned will be great. The photograph shows the side of one house entirely torn away. The whole valley was strewn with wreckage.



# The Camera as a News Reporter



**DOUBLE HEADER HAS BAD SMASH-UP.**

Six cars of meat were piled into a tangled mass at Marion, Ind., recently when they followed two big locomotives drawing the train from the track. Two members of the crew were seriously hurt. A defective flange on one of the engines was responsible for the accident.



**WRITING A MESSAGE WHILE ON THE WING.**

Aviator Earl L. Ovington performed a new flying stunt at the Nassau Boulevard meet when he wrote a note to Timothy L. Woodruff and dropped it to him without stopping his flight. Ovington steering with one hand used a fountain pen to tell Mr. Woodruff of the air and weather conditions as he found them aloft. The note was perfectly legible and Ovington, following his return to terra firma, was hailed as the first arial correspondent. The photograph shows the first United States post-office for aeroplane mail.



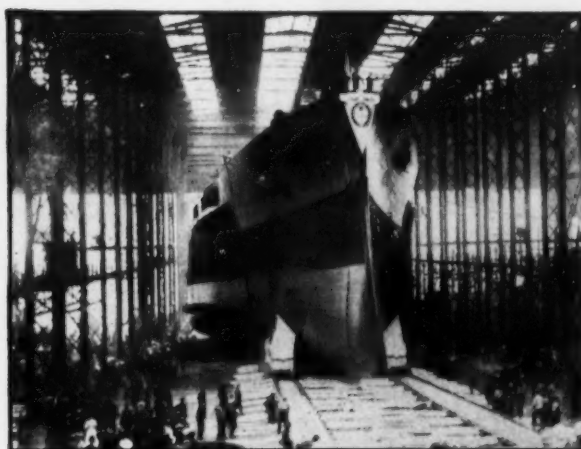
**BURNING \$500,000 WORTH OF OIL.**

The plant of the Hercules Oil Company and three tanks of oil were destroyed by fire recently at Los Angeles, Cal. This photograph was taken at 11:30 o'clock at night, the brilliancy of the flames making it possible.



**THE AERIAL POSTMAN.**

Postmaster-General Hitchcock giving a sack of mail to Aviator Earl L. Ovington for delivery at Nassau Boulevard, Long Island, where a special post-office was located to take care of letters and post cards coming by the air route during the International Aviation Meet.



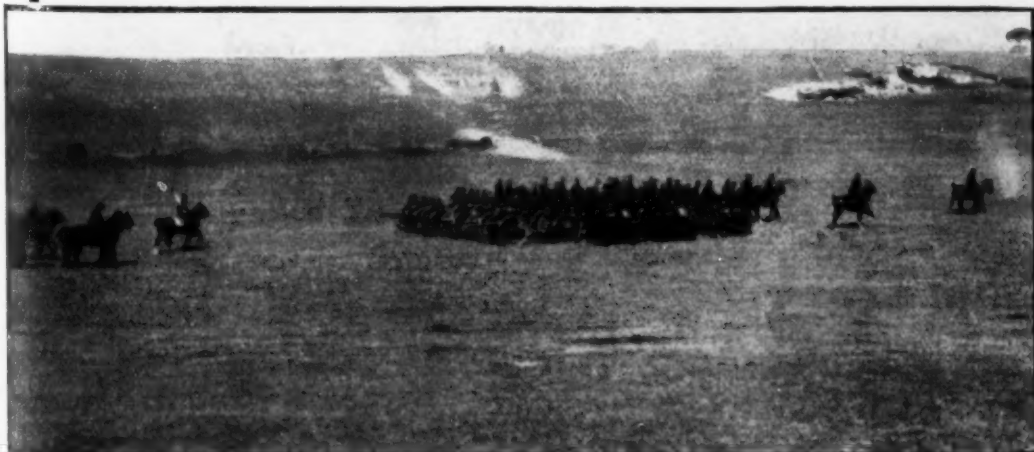
**LAUNCHING THE WORLD'S LARGEST BATTLESHIP.**

The "Moreno," Argentine's newest Dreadnought, took the water at Camden, N. J., on September 23. It is the greatest fighting machine yet constructed for any nation. It cost \$11,000,000 and is of 27,500 tons. Many Argentine diplomats witnessed the launching.



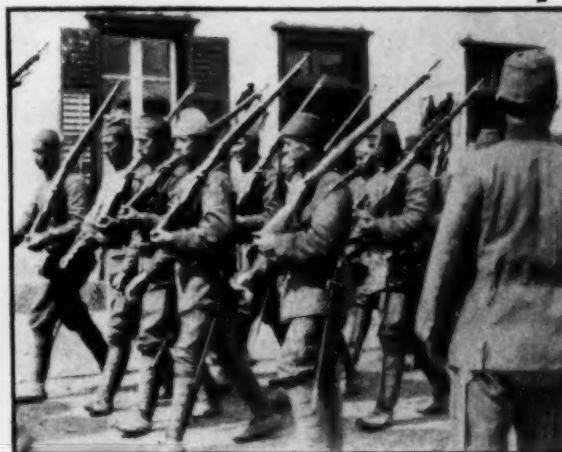
**KENTUCKY'S HIGHEST BRIDGE.**

The Cincinnati, New Orleans and Texas Pacific Railway Company has just completed a new structure across the Kentucky River at Highbridge. It is 308 feet above low water.



**SHADOW OF WAR OVER TWO LANDS.**

Italian artillerymen in field maneuvers, training for possible fighting with the Turks. Italy's reported plan to send 60,000 troops to seize Tripoli and establish a protectorate over it in defiance of Turkey, which owns Tripoli, gave Europe a big sensation. It was rumored that 112,000 reservists would be called out to aid the army in the proposed conquest of North African territory. The Italian navy was reported off the coast of Tripoli, and it was feared that peace plans would not succeed in averting hostilities.



**TURKISH INFANTRYMEN IN GOOD FIGHTING TRIM.**

While Italy was making warlike preparations, despite its hopes for peace, Turkish officials declared the Sultan would never give up his hold in Tripoli and would be prepared for any move of a belligerent character on the part of the Italians. Turkey at that time had 30,000 troops in its garrisons in Tripoli.



# A Political Awakening

President Taft on His Tour of the Country Has Found the People Keenly Alive and Interested in What He Has to Say

By ARTY ESS, Special Correspondent of Leslie's Weekly

ON BOARD PRESIDENT TAFT'S SPECIAL TRAIN, EN ROUTE.

IF ANY one has any doubt that the campaign of 1912 is actually under way, he might just as well cast it out. The campaign is on; the people never were more keenly interested in the political situation. President Taft had not been "on wheels" more than a few days when he found it out, and as his trip has progressed the early impression has been constantly deepened and borne home upon him. Never in all of his travels has the President found such attentive, eager audiences as on his present "swing around the circle"; never have his auditors hung upon his every word as now. And when a campaign note has crept into his utterances, a "challenge" to William Jennings Bryan or any of the other of his critics, the big crowds that have surrounded the car-end or have gathered in public places to hear him have cheered the President to the echo.

Friends of the President always have contended that if the people could be lifted out of the clouds of criticism that "selfish politicians" have thrown about him, that if they would only listen to the story of things accomplished during the present administration and thus come to a proper realization of what has been done since he entered the White House, Mr. Taft's political future as to the next four years no longer would remain in doubt.

The President has the ear of the people now. They have appeared interested in his story in every section he has traversed. Mr. Taft has much to tell. His speaking program is an ambitious one, and in it he proposes to cover every subject of administration that has come up in the last two years and a half and is likely to come up during the next twelve months. The President's speeches on this trip have had a ring to them that smacks of the coming battle and their vigor has delighted his audiences. There have been occasions when the President did not think politics were exactly in keeping with his surroundings. Invariably his hearers have been disappointed. They "crave politics; their appetites are whetted and they will not be satisfied until the votes are counted, in November, 1912.

There has been a world of speculation as to the probable effect of Mr. Taft's present tour. Some of his friends were outspoken in their opposition to it, while others believed that it would do the President a world of good. Mr. Taft has been content to rest silent under severe criticism simply because he wanted to get certain things accomplished and believed he knew the better way to do it. This trip, however, offered an opportunity for him to strike out from the shoulder, to reply one by one to many of the attacks made upon him and to give an orderly recital of the important events of his administration. He believed the weight of political judgment to be in favor of the trip and he is making it.

The President says the trip "just grew," like Topsy did in "Uncle Tom's Cabin"; that he had made one or two fixed engagements in the West, and that these led him into a series of invitations to visit various cities which he could not very well refuse. This unquestionably is true—the trip did "just grow." But, as it grew, the political significance of the tour began to loom large on the national horizon. It was then that Mr. Taft's critics began to talk and that some of his friends began to doubt. "Sometimes, when I contemplate it all, I hold my breath," said the President the other day; "but, being in, I have got my teeth set and I am going through with it."



HOW SCHOOL CHILDREN GREET THE PRESIDENT.  
One of a score or more "living flags" reviewed by Mr. Taft on his tour.



THE PEOPLE ARE WITH HIM.  
Typical crowd addressed by the President on his present tour.



A TANK STATION BECOMES A POPULOUS TAFT TOWN.  
All the citizens of the region out to see the President.

And when he said all this, the President had his eyes turned toward the borderline of Wisconsin, the home of the recognized insurgent leaders, and that borderline was only ninety miles away.

President Taft has been wonderfully pleased by the character and cordiality of his reception everywhere. The crowds that have turned out to greet him

have been the greatest he has ever met. And, as already stated, the interest of the people seems to be aroused to the highest pitch. The President's more serious utterances have been listened to with an earnest attention that is remarkable; his bolder and more dashing remarks, tinged with politics, have awakened rousing cheers. The Senators and Representatives in Congress who have met the President from time to time and have escorted him through their States and districts have been quick to recognize the political atmosphere and they have encouraged the President to talk politics at all of his meetings. Mr. Taft has not always followed their lead, but the enthusiasm they have created has indicated what the people are thinking about.

Mr. Taft really entered the political phase of his trip when it was only three days old and when at Detroit he outlined his policy with regard to the Sherman anti-trust law and stated his unqualified opposition to any ill-considered, harassing amendments to that statute. Next the President took up and answered the charge that he has used patronage to further his own political ends. The Democrats and the so-called progressives have made much of this. They have rung the changes on it for twelve months or more. Mr. Taft's answer was convincing. He declared he was not conscious of ever having done such a thing, and as a test of his sincerity he challenged those who had made and circulated the charge to join him at the coming session of Congress in taking nearly all of the appointive offices under the government entirely out of politics and placing the various officers, from postmasters, customs and internal revenue collectors down through the entire list, under the strict rules of civil service. Mr. Taft said it would save money and result in more efficient service. He also said that he had no hope that his critics would come forward to join him in this laudable and patriotic effort, and so far none has done so.

President Taft's enemies always are on the alert, however, and an incident which occurred during his tour of Michigan serves as an interesting illustration of the tactics employed during the present trip. The day the President crossed the Michigan line, several of the papers printed a story to the effect that Governor Osborne and United States Senators William Alden Smith and Townsend had been snubbed by the secretary to the President, Mr. Hilles; that they had wanted to accompany the President during his trip in the State and that Mr. Hilles had curtly sent them word to the effect that the equipment of the President's train was limited and if they desired to go along they could hire a car for themselves.

Now as to the facts. Governor Osborne's daughter was to be married on the third day of the President's four days' stay in Michigan and the Governor had to be home to attend it. He welcomed Mr. Taft to Sault Ste. Marie with a cordiality that left no room for doubt. Senator William Alden Smith was with the President during the time he spent in the southern part of the State, but did not make the long swing up to the northern peninsula because his aged father was seriously ill and he expected to be called to his deathbed at any moment. Senator Townsend accompanied the

President during the entire time he was in the State. But the story of the "snub" had been widely circulated and no doubt had a bad effect. In politics, however, injustice is so common as to cause little comment.

Of course the accommodations on the President's

(Continued on page 419.)



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ne has ever stated, the seems to be pitch. The utterances with an ear-remarkable; dashing realities, have cheers. The ntatives in the Presi- e and have their States been quick ical atmos- ouraged the es at all of t has not al- ad, but the e created has e are think-

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# Perilous Tasks of Skyscraper Builders



**POLISHING THE STONE WALL AT A DIZZY HEIGHT.**

Workman pausing for a moment to look in wonder at the broad expanse of the city, with its myriad roofs and towers, far below him. Lofty Singer Building at left.



**PAINTERS FIXING UP A NARROW SCAFFOLD ON THE 30th STORY.**

East River, with Brooklyn and Manhattan bridges, shown in the distance, at the right, hundreds of feet below the men's level.



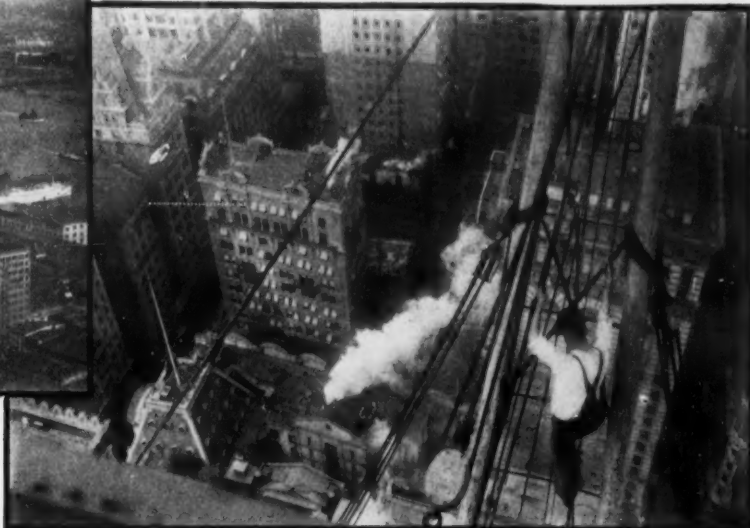
**TINKER PUTTING ON THE FINISHING TOUCHES.**

Soldering the joints of the metal work near the top of the towering structure, and apparently unconscious of his great altitude. Park Row Building in left background.



**FOURTH HIGHEST TOWER IN NEW YORK.**

The nearly completed forty-story Bankers Trust Building, 540 feet high and 100 feet square, corner of Wall and Nassau streets, in New York's financial district.



**TROUBLESOME HITCH IN THE HOISTING PROCESS.**

Workman clinging to the huge derrick at the thirtieth story and directing the slow hauling up of building material. A glimpse of the mesas and canyons of lower New York.



**STONE MASON'S SHOP ON THE TWENTY-EIGHTH STORY.**

Workmen unboxing big blocks of stone and laying them on the balcony floor. The stonework of the skyscraper is superposed on steel framework of strong construction.



# The Girl That Goes Wrong

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE.—Among the many letters received by Mr. and Mrs. Kauffman in connection with this series is one, dated August 21, to which, because they can perhaps be of personal help to its writer, they are especially anxious to reply. Their correspondent, however, neglected to give an address to which letters could safely be sent. She told of how she had been led astray at an early age by a lodger under her family's roof. She asked that the facts and their social and ethical significance be interpreted in one of the present series of stories. "Please," she added, in a "P.S." written above the date-line of her letter, "use the facts only of this letter, for it might be recognized as my handwork." Such a use as she wishes cannot be made of the letter without further data. If the correspondent recognizes the description here given and will send to Mr. and Mrs. Kauffman, care of Leslie's, 225 Fifth Avenue, New York City, an address at which they may communicate with her, whatever she writes will be regarded as wholly confidential and will receive the attention that she desires.

## A Case of Retrogression

THROUGHOUT the letters that have come to me concerning the girl that goes under in the struggle for moral existence, and throughout the talks that I have had with people inquiring into this subject, two questions have been many times repeated. They are questions that take various forms, but that always reduce themselves to these plain terms:

"Isn't it true that a heavy percentage of the girls rescued from sex slavery or sex degradation revert, after a greater or lesser time, to their former low estate?"

"And if this is true, what is the reason?"

These questions I think that I should here answer. And the first answer is, Yes.

A great many girls classed as "rescued" return to their previous condition. The precise percentage it is impossible to give, because, concerning this traffic, figures are everywhere hard to procure, and in the United States, owing to our shocking neglect of such matters, are almost beyond conjecture. Still, it is safe to say that this disease is like most other dangerous diseases, whether physical or social—prevention is hopeful, cure at best uncertain. The average of life in the business is five years; after two of those years, "rescue" is rare and most often but temporary. And of the others—of those that are "rescued" when they have plied their trade for only a month or six months or a year—a large number revert to their former estate.

Why?

So many men, so many minds. I may give you only the answer that, without predetermined bias, was forced upon me by what I saw with my own eyes. I believe that society has made these girls what they are, and that society, once they have changed, turns them back.

Not in all cases of retrogression. One is dealing with the general law, not with its individual exceptions. There is the congenital case. There are the women whose descent was due to vanity, to drunkenness, to the morphine habit—to some taste to the satisfaction of which the descent was merely a means. Even these cases, to be sure, are indirectly the fault of social conditions that breed vicious proclivities as inevitably as a dung-heap breeds flies. But they are all exceptional. They are so exceptional as to be practically negligible. The fault does not tend in that direction. For the same reason, the failure, in the many cases, of permanent "rescue" is not justly to be laid at the door of the self-sacrificing men and women that are giving their earnest lives to "rescue work." The failure lies at the door of us all as a social group, because, not being content with the wrong that we have already done, we either make it well-nigh impossible for a "rescued girl" to get a decent living at a decent wage or else we are so uncharitable, so irreligious, as always to regard that girl in the light of her past.

I could give you a score of cases in point. Any mission worker can give you as many. All the gossips in all the small towns will be glad to give you more. Here, and only for the sake of illustration, I give you one.

I go back in my memory scarcely a year and recall the second floor over a saloon on East Nineteenth Street, in New York, not far west of Broadway. There were perhaps a dozen tables in the room, and to these came—and probably still come—the street women of that district; not with their prey (or, more properly, their temporary masters), but alone, to rest in the pauses of their walk, to meet each other and to drug themselves against the instinctive hatred of what they must soon continue to do.

On this night that I remember, the room, at eleven o'clock, was nearly empty and I was talking with a girl at the farthest table in the darkest corner. She sat there in the favorite attitude of her kind—the scarcely touched glass before her, her elbows at either side, her hands clasped under her thin chin. From below the shadow of her broad, cheap hat with corn flowers on it, I saw her tawny hair massed like mined gold. Even in the shadow it was evident that she need not have rouged her sunken cheeks; they were hectic. Under her eyes there were dark spots; her red mouth, once gentle, was bitter—bitterest when she smiled.

She understood me. She had known me long enough to understand my motive for asking her the question that I had just asked her—well enough to know that she could treat me merely as a friend. In brief, she was satisfied that she could afford to be honest with me.

### Strong Approval from Colorado.

The Denver (Col.) Christian Citizenship Union is one of the most efficient of the many organizations devoted to the tremendous task of regenerating society. Among its other good endeavors it is fighting the social evil. The Union publishes a bright and well-edited little paper, the *Civic Review*, which in a recent issue printed some of the strongest words of approval of LESLIE'S anti-white-slavery crusade that have yet been written.

#### BENEFITING THE NATION'S MORAL LIFE.

Leslie's Weekly has inaugurated an educational campaign against vice and immorality in this country that is destined to result in inestimable benefit to the moral life of our nation. We rejoice in the same manner in which Leslie's presents the subject and earnestly urge our readers to follow the articles very closely. Several have already appeared and others will follow from week to week.

Most of the articles are written by Reginald Wright Kauffman, author of "The House of Bondage," that book which has done so much already to direct the attention of the American people to the awful curse of "White Slavery." Mr. Kauffman is thoroughly informed upon this question as both he and his wife have for years voluntarily lived among the lowly and the outcast. Another article, by Anthony Comstock, printed in a recent issue, contains valuable information and suggestions.

Of course the suggestions are general in tone and each community must solve its own problems. So must it be in Denver, and we trust our readers will lose no opportunity to acquaint themselves with facts, so they will be prepared to unite in a local movement to correct those evils.

From The Civic Review, Denver, Col.

"So I went to the institution," she was saying, "and stopped there as long as they thought I ought to stop there. I hadn't been in the business because I liked it—who is? I'd been in it because that fellow Joe had taught me to drink at a dance hall. He taught me to drink. One night, of course, I drank too much. When I woke up, I knew I could never go back home."

She took a sip of beer.

"Why not?" I asked.

She regarded me with her steady gray eyes.

"I was afraid," she answered simply; "and ashamed."

"So you didn't go back?"

She shook her head.

"I didn't go back," she said. "I did what he told me to do. I hated it, but I did it. At first I kicked, but he beat me. I couldn't run away. Where'd I 'a' lived if I did? I hadn't no trade. I'd been little, I'd been at school, so I hadn't no trade. I'd 'a' starved to death in no time."

"You could have appealed to the police."

"He said he was friends with the police. I dunno. He lied a good deal, of course, about most things. But from what I saw, I knowed he was sure friends with one or two of 'em."

"One or two aren't all. Besides, there are the missions."

"Well, suppose the police had pinched him. What then? It'd all be in the papers. I tell you, I was ashamed. I didn't want my friends to know no more about me. Or suppose I'd gone to the mission. He said—Joe did—the first thing they'd do 'd be to send for my father. I'd made trouble enough for my father already. I didn't want to disgrace my people any more'n I had done. Life's too short for that sort of thing."

"So, rather than bring public shame upon your family, you brought more shame upon yourself?"

"That's about it."

### How to Obtain Back Numbers

Mr. Kauffman's soul-stirring stories are to be the main feature of LESLIE'S for several months to come. Those wanting back numbers may obtain them as long as the limited supply lasts by forwarding ten cents in coin or stamps for each copy desired. Address—LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

The following stories have appeared:

"The Perils of White Slavery."	March 23d
"The Girl That Wanted Ermine."	March 30th
"The Girl That Was Hungry."	April 27th
"The Girl That Wasn't Told."	May 11th
"The Girl That Studied Art."	May 25th
"The Girl That Was Romantic."	June 8th
"The Girl That Was Weak."	June 22d
"The Girl That Went to See."	July 6th
"The Girl That Was Bad."	July 13th
"The Woman That Succeeded."	Aug. 3d
"The Woman That Is Bohemian."	Aug. 17th
"The Women That Served."	Aug. 31st
"The Girl That Was Poor."	Sept. 7th
"The Father That Was Careful."	Sept. 28th

She spoke simply. There was no consciousness of sacrifice in her tone, nothing of the heroic attitude. She was talking of these things as if they were matters of course.

"So then," she took up the thread, "I went to the institution."

"You mean you were sent there?"

"Sure I was sent."

"In other words, you were first arrested?"

"Yes."

"How?"

"The way it always happens. Business was bad; times was hard. There wasn't a thing doing in the part of town where the cops knew me. I had to get the money; I didn't want another beating up by Joe. So I tried to work another part o' town where the cops was strange. A fellow winked at me. He stopped me and spoke to me. He drew me on, and then he pinched me."

"A plain-clothes man?" I asked.

The faded corn flowers in her hat bobbed assent.

"Central Office," she said.

"And he drew you on?"

"Sure he did."

"A lovely business!" I commented.

"Oh, I dunno!" She couldn't see it my way.

"Life's too short to fight about them. Those tricks is what they've got to do to earn their living—just like what we do is the way we've got to earn ours."

"Very like," said I.

But she was in no mood for speculative reflection.

"So, as I told you, I went to the institution," she persisted. "It was third offense for me. I didn't give my real name when I was in court and I told the institution people that my father and mother were dead, so I saved any trouble for my folks."

"Why didn't you think of that plan at the start, when Joe first got you and when you considered appealing to the police on your own behalf?"

"I didn't know enough then; I hadn't learnt to lie. Besides, Joe would 'a' told them the truth if I'd got him pinched; he'd 'a' made all the trouble he could for my folks; and, anyhow, they'd 'a' looked into the thing more careful than they do when you're just one of a hundred girls run in front of the magistrate like a lot of sheep at a slaughter house."

"I see. Then, at last, they let you out of the institution?"

"When my time was up—or a little before. I'd been good. I liked it there—I'd 'a' liked anything better than the streets. I learnt to sew a little and to sweep and wash clothes. I even learnt to cook some. There's no end of things you can learn if you've only got time, ain't they? I certainly liked it. Of course the people was some strict, but I guess they had to be that; and you couldn't call the life just a dizzy whirl of excitement. But I'd had about all the excitement I wanted, thank you. For a while I missed my drinks something terrible, but I soon got over that, and then I was real happy. I worked hard and just learned and learned and learned. I was so good they shortened my time; so they come to me and says,

"You've been a good girl, Sophie."

"I says, 'Thank you, ma'am.'"

"Yes," they says, "you've been a good girl. We think you're reformed. You can go. If you won't do no wrong no more, you can go."

"Go?" says I. "Where to?"

"Out," says they.

"Then," I says, "I'd rather stay."

"But you can't," they tells me. "They ain't room. We're overcrowded, and they's lots of girls that are going to the island now just because we ain't got the room."

"Well," I says, "if I've got to go, I've got to; but I can't make no promises not to do wrong."

"The woman that was talking to me, the matron-like—a nawful nice woman, she was—got kind of shocked at that."

"Why not?" she says.

"Because," I tells her, "I'm afraid of starving, and I'm afraid to throw myself in the East River, like so many of us girls do; and I ain't a millionaire, so I can't live on my income—and I ain't got no job."

"Oh, but," she says, "we'll get you a job."

"And she did get me a job, and it was a nice one—a job with a lady that lived all alone in apartments and wasn't very well and needed some one to cook and do all the work and just all-round take care of her."

"I liked that, too. The work was hard, but I didn't mind. I was kind of glad I didn't have much

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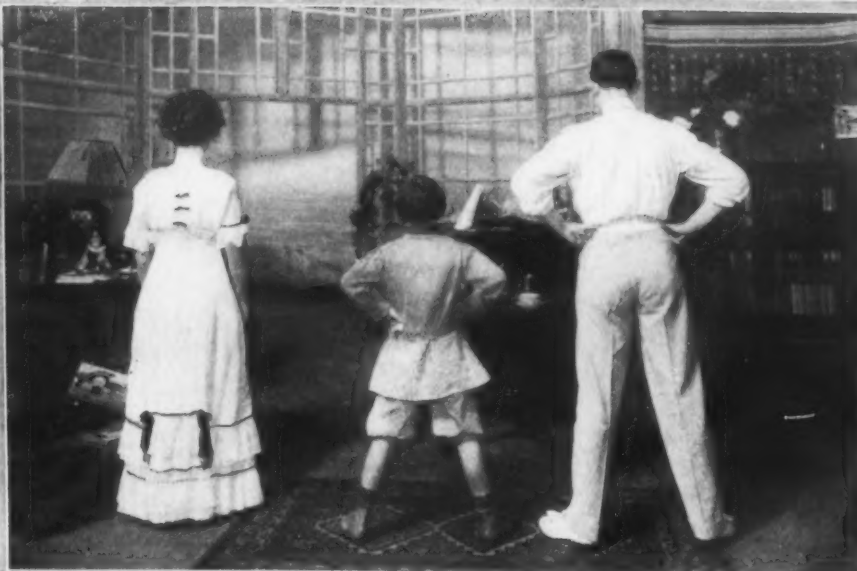
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ROSE STAHL,

Starting with great success in Charles Klein's play, "Maggie Pepper," at the Harris Theater.



A SCENE FROM THE NEW COMEDY "SPEED."

A glimpse of the first act of the success now running at William Collier's Comedy Theater. From left to right are Oza Waldrop, as "Victoria Jessup"; Thomas R. Tobin, Jr., as "Wizzy," and Orrin Johnson, as "Edwin Wise Jessup."



VIOLA ALLEN,

Who has a new play by Louis N. Parker founded on the Coventry Legend of Lady Godiva.



MARGARET ANGLIN,

Who is appearing in a new comedy, "Green Stockings," at the 39th Street Theater.



"MODERN MARRIAGE."

Emily Stevens, Cyril Scott and Catherine Calhoun in the cheerful comedy of that name at the Bijou Theater.



LEAH WINSLOW,

Leading woman in the Crescent Theater stock company in Brooklyn.



MAY IRWIN,

Who is to appear soon in "Mrs. Tompkins," a new farce.



HAL KELLEY,

Touring in vaudeville in "The Village Lockup."



DONALD BRIAN,

The star in a new musical comedy, "The Siren," at the Knickerbocker.



WARDA HOWARD,

Who is appearing in "Next," a new comedy, at Daly's Theater.

## Stage News and the Move for Cleaner Plays

By HARRIET QUIMBY

PARIS, the lively French capital, following the fashion of Evanston, Ill. Who would have thought it?

I recently referred to the fact that the new theater in Evanston was opened with an announcement that it would boycott all immoral plays and Sunday performances. I gave this as an evidence of a long-looked-for and much-desired reformation. Now comes a cablegram from Paris, stating that the patrons of the theaters in that famous abode of pleasure have become sickened and tired of plays of passion and of the lower world and are asking for and are to have something better. Strangely enough, the French playwrights gladly make the concession. They promise to give the theater-goers of the French capital dramas of real human interest, based on the noble rather than the ignoble characteristics of humanity. It is barely possible, of course, that the playwrights have exhausted their stock of cheap and nasty things, glossed over as emotional productions; but let us hope that the revival of interest in something better is an evidence of a real purpose to make the stage what it ought to be—an instrument to build

up and strengthen the best that is in us, rather than one to destroy the safeguards both of morality and of religion.

We are prone to follow the styles that Paris sets, and it is earnestly to be hoped that the New York stage will do not only as well as Paris does, but a good deal better. Once more I emphasize a point that cannot be made too often, and that is that the managers of the theaters are the most timid set in the world. The box office is their guide, compass, comforter and friend. If an immoral play brings throngs to the box office and fills the manager's coffers, there is obviously but one conclusion for him to draw, and that is that he is giving the people what they like and what they want. Let the box-office receipts decline, and the play declines, and off it goes. It is for this reason and because so many of my readers have frankly asked me to point out the plays that could be commended that I have printed such a list in connection with the dramatic department of LESLIE'S. This innovation, which was begun last year, has been received with such cordial and generous approval that I am continuing it this season. It is sometimes diffi-

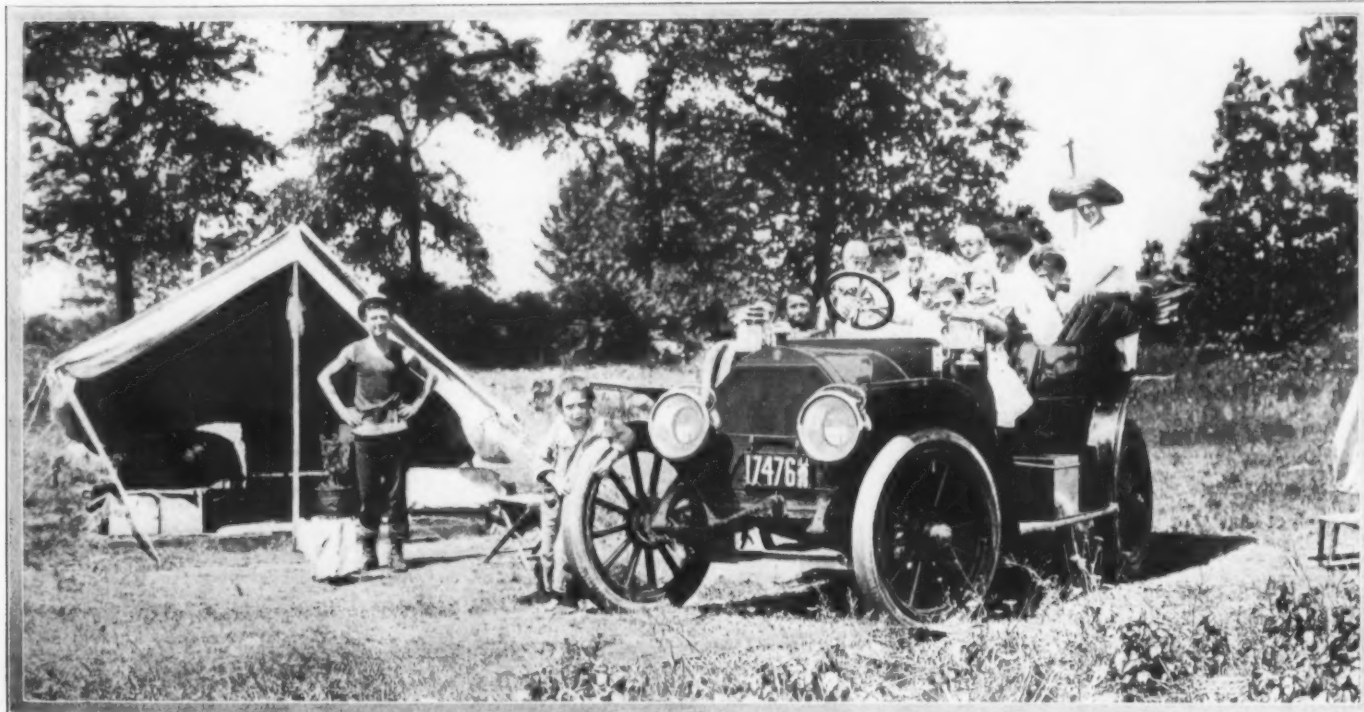
cult to say that a play is free from all objection, but I aim to draw the line with as liberal a mind as possible, all things being considered.

GEORGE COHAN, IN "THE LITTLE MILLIONAIRE."

I never see George Cohan without thinking of the remark he once made that he would rather make one man laugh than one hundred men weep. The more I consider this sentiment, unusual to members of the theatrical profession, the majority of whom are triumphant when an audience is brought to tears through their efforts, the more do I feel inclined to like anything George Cohan does, even the foolish things. His funny little dances and caperings about the stage and his weird attempts to sing are all more or less pleasing to me when I think of the sterling qualities with which this young author-actor is possessed. There is one thing always to be depended upon in a Cohan show, be it farce, musical comedy or just a vaudeville turn. It is clean. Mr. Cohan lays no claim to dignity and he makes no pretense of furnishing to his admiring public anything that is in the least intellectual, but he does aim to make his

(Continued on page 421.)





THE BEST ASSET OF THE CAMPING PARTY.

SPOONER &amp; WELLS INC.

## How the automobile brings the family together

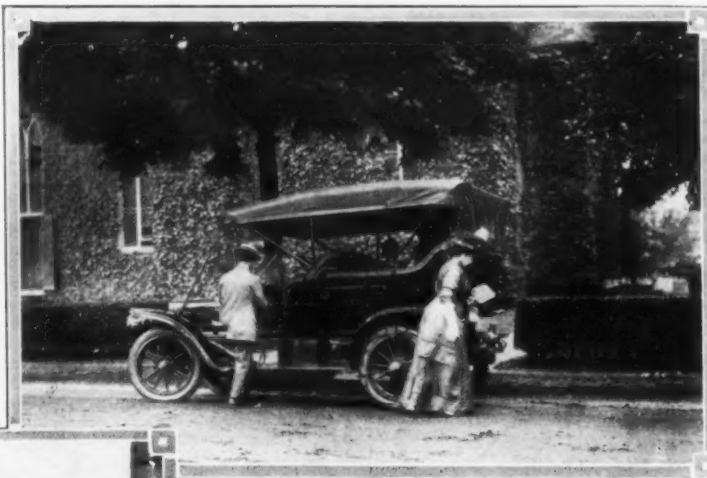
By THADDEUS S. DAYTON

THE AUTOMOBILE as an agent for bringing the family closer together in their recreations has been a great success. It is the private railroad that awaits the convenience of the family. It is a train that starts only when they are ready and carries them direct to the scene of the recreations they have chosen. They can travel at any speed they desire. Their car may loiter along in the shade of overarching trees or may stop entirely to give them a chance to enjoy the beauty of the scenery. Where the country is barren or uninteresting, it may be passed over swiftly. The family that own an automobile may travel with an ease that is luxurious. The delight and enjoyment afforded them by their smoothly gliding car is so much greater than most other pleasures take a secondary place, and it is the whole family—not one or two—that go a-motoring.

towns and cities. Picnicking in the country or even getting out to the open spaces of the fields where the golf links lay or to the cool forest glades or the banks of streams where there was a chance for fishing or canoeing was out of the question without the journey in a railroad train or a trolley. Therefore each person sought the place for his diversion in accordance with his bodily strength or his inclination. The father would sit at home and read the papers or would spend a tiresome afternoon at his club; the mother would choose the nearest place where persons congenial to her might be gathered; the daughter would make one of a party not all members of which might be agreeable; the son would go away by himself, seeking such amusement as would sort best with his taste. Each would return home more or less tired or cross, and it would be an exception if any of them could look back on a day well and profitably spent.

The automobile has changed all this. There is no place within fifty or sixty miles of their home that does not beckon more or less invitingly and with an equal appeal to each member of the family

for crowded trains, no apprehension about missing, mayhap, the last one, no anxiety as to whether there may be seats available or whether there will be seats for some, widely separated, or seats for none. Because of the automobile the family may spend the day together in such close touch that both in their going out and in their coming home they may form a party by themselves or of such other persons as may be entirely agreeable to them. The automobile affords them the same privacy as though the holi-



SPOONER &amp; WELLS INC.

TAKING THE FAMILY TO CHURCH.

day were spent in their own home, with the added enjoyment of an exhilarating trip.

The automobile removes entirely every suggestion of discomfort and makes the holiday and the pleasure jaunt precisely what they should be. Time and distances make the horse unavailable. The trolley is out of the question. The railroads embarrass with their time tables and other restrictions, but the automobile is the private car for the family, with all the



BROWN BROS.

SHOWING THE FAMILY THE SIGHTS OF THE CITY.

This is especially true on Sundays and holidays, when it is possible for all the family to be together. Before the possibilities of the motor car were fully realized, a holiday meant little more than any other day of the year. It relieved the father and the sons from the routine of their labors, but it imposed added duties in the way of preparation for the women folk. The family luncheon or the family dinner was a sufficient lure to bring everybody in the household together only for an hour or so. They came strolling home, tired out, each from his favorite amusement, with no joyous memory of a diversion in which all of them had participated. The holiday, and particularly the summer holiday, separated them instead of bringing them together.

This was especially true of families living in the

that own an automobile. It may be a country club that they have chosen for their excursion. There the daughter may go upon the golf links, while the father and mother may sit at ease on the veranda. The scene of the pleasures of the boy may be a dozen miles away, but the automobile whisks him thither in less than half an hour and brings him back quickly. After the dinner the young folks may join the dance until it is time to go home again.

When there is an automobile in the family there is no rushing



AN AIRING FOR THE PRIDE OF HIS GRANDPARENTS.





AUTO PICNIC PARTIES MAY LUNCH WHERE THEY PLEASE.

speed of the public train and immeasurably more comfort. It belongs to the family, and, although it is but a machine, it is coming to be revered quite as much as was the faithful Dobbin in the years ago, when the old fellow, hitched to the surrey, took the family out a-picnicking or to where they meant to spend a holiday with their neighbors. In other days the gig was for the father, the phaeton for the mother, the cart for the daughter and the runabout or

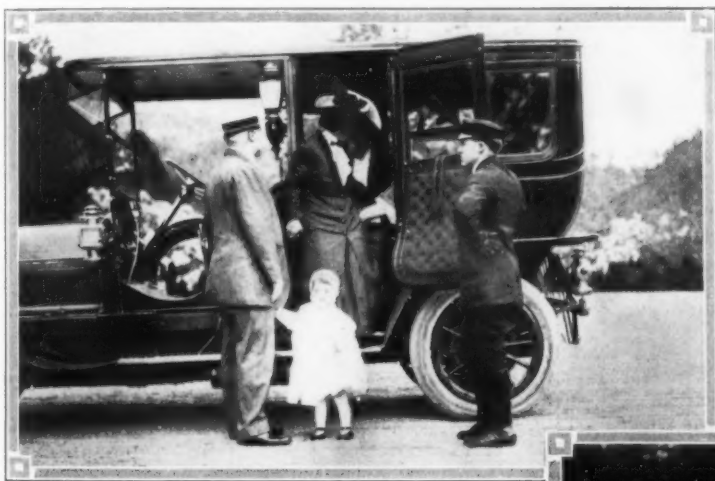
his own desire as to how a holiday or an outing calculated to last but part of a day may be enjoyed.

There is every indication that the number of women drivers will be largely increased from now on. The use of the various self-starting devices is certain to arouse the interest of many women who are not willing to labor at cranking engines. Demountable rims have come into such general use that fear of tire trouble no longer keeps women from driving cars, and now that self-starters have been fitted to do away with the risk and strenuous work of starting engines many members of the fair sex may become motorists. Cars with self-starting engines will prove attractive to many women, because they need not keep chauffeurs in the cars when they go driving, as the self-starters will crank the engine as often as need be. This will not only leave another seat in a car to be filled by one more member of the family, but will make of such a car a more sociable vehicle than would be possible with the presence of a chauffeur.

One automobile manufacturer,

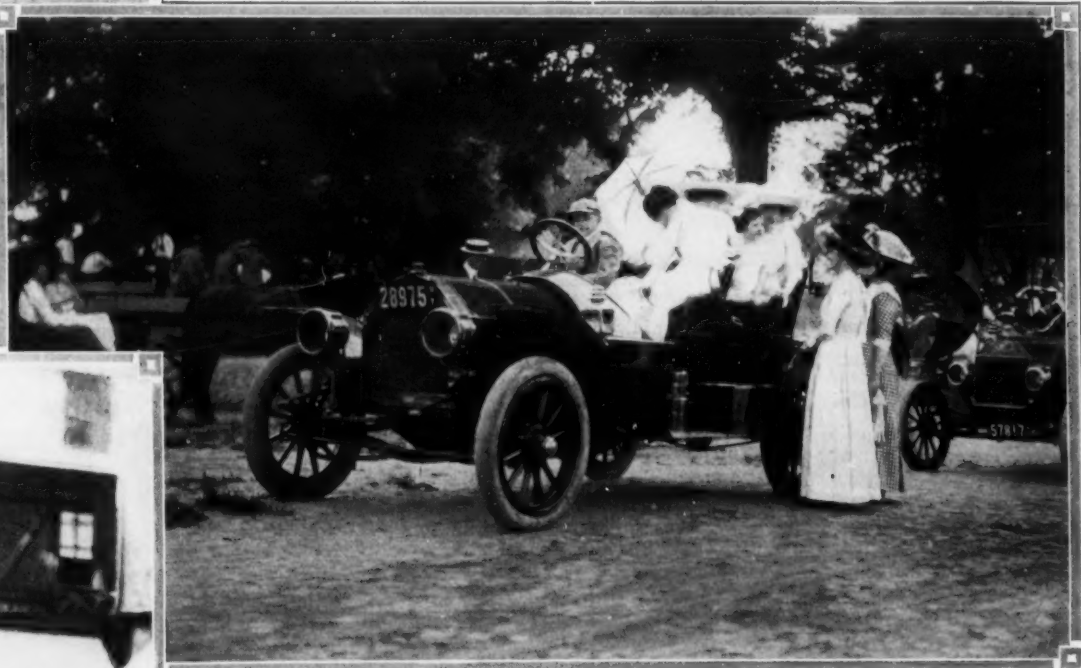


JUST BIG ENOUGH FOR HIS FAMILY PARTY.



THE DIVERSION OF THE WHOLE FAMILY.

the side-bar buggy for the son—vehicles that in themselves, even in those days, precluded the family from getting together. Now the automobile is sufficient for all, and, besides that, it is the latest thing in not only what is fashionable, but what is comfortable. Every day its advantages for social and family purposes are increasing. It is really the only medium through which the family may be brought together and yet by which each may realize



THE FIRST AID TO THE COUNTRY CLUB.



A SURE FRIEND IN ALL EMERGENCIES.

in describing the "self-starter" to be installed in his cars and which will indicate what the others will be like, says, "Our device is simple and can be attached by any one in a short time. The whole outfit weighs only four pounds. The power fuel is acetylene gas, supplied from the prestolite tank. A commendable feature of the use of acetylene is the fact that it will keep the spark plugs and pistons free from carbon. When I was at the factory recently, a motor equipped with this starter, which had been standing in cold storage at a temperature of five degrees below zero and was covered

with ice, started perfectly on the first charge of gas, proving the positiveness of operation under most trying conditions." Other manufacturers have similar stories to tell of successful experiments with "self-starters."

Many other experiments are being made, all of them with a tendency to make the family motor car all the more necessary in daily life. Luxuriousness and comfort are being achieved in numerous and sundry surprising ways, and many of the new cars will furnish lovers of good automobiles with big surprises. To the man who must use his machine daily, the wonder will grow as to how he was ever able to exist without it before.

The whole tendency of the day is toward bringing the family together, and the automobile is doing yeoman service in the movement.

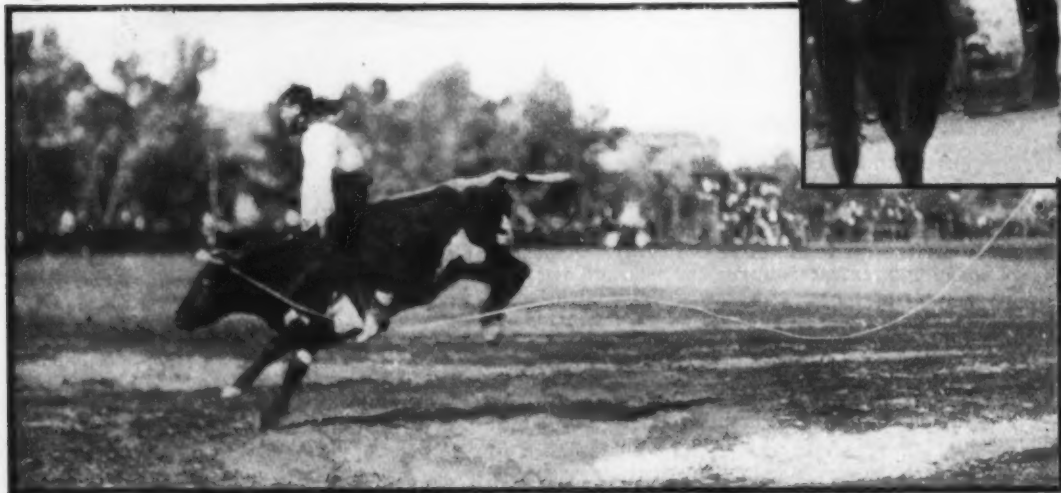




**"A RIP SNORTER."**  
"Glen Cox" doing the "corkscrew" with great rapidity on "Lightfoot."



**THE "ROUND-UP" PARADE.**  
A gay cavalcade of Pendleton.



**NOT THE EASIEST KIND OF A "HORSE."**  
Cowboy riding a wild steer at great speed down the show ground.



**JUST ON THE FENCE.**  
A bucking bronco flinging its rider into an adjoining field.



**A CALM, CONTENTED COWBOY.**  
While the bronco is bucking badly, the rider holds his seat firmly and exclaims "Let 'er Buck!"



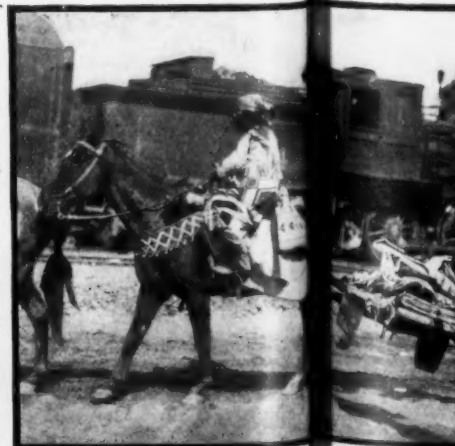
**RED MEN IN "ROUND-UP"**  
Indian chiefs in all the olden barbaric



**PREPARING TO RIDE A WILD ONE.**  
The beast was very submissive until a man attempted to mount him.



**THE HORSE WINS THE VICTORY.**  
"Long Tom's" rider lying in the dust while the bronco appears to be trampling him.

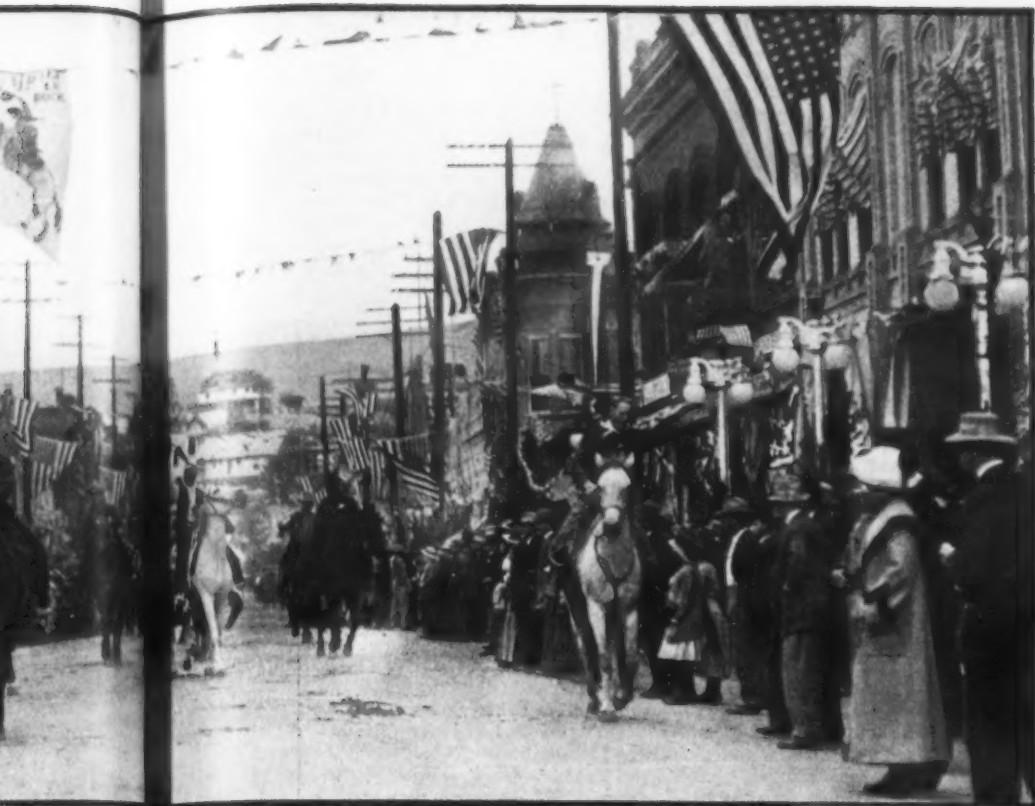


**EXTREMES IN TRANSPORTATION.**  
The modern railroad train and the olden mode of conveyance.

## Curious and Thrilling Carnival

Picturesque scenes showing the glorious time which the people of Pendleton, Ore., had, during their recent annual "round-up" of the early settler, the far-famed cowboy and the vanishing Indian. Daring and playful stunts characteristic of primitive communities constitute the main feature of the event.





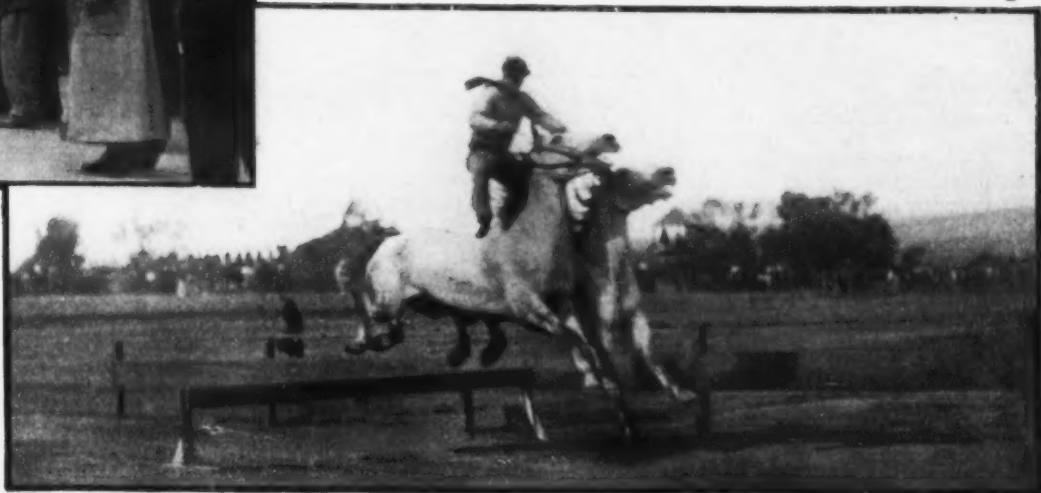
THE "ROUND-UP" PARADE.  
A gay cavalcade of Pendleton.



UP ON A "SKYSCRAPER."  
Dan Doherty having one of the times of his life with a somewhat restless steed.



RED MEN IN "ROUND-UP."  
The chiefs in all the olden barbaric times.



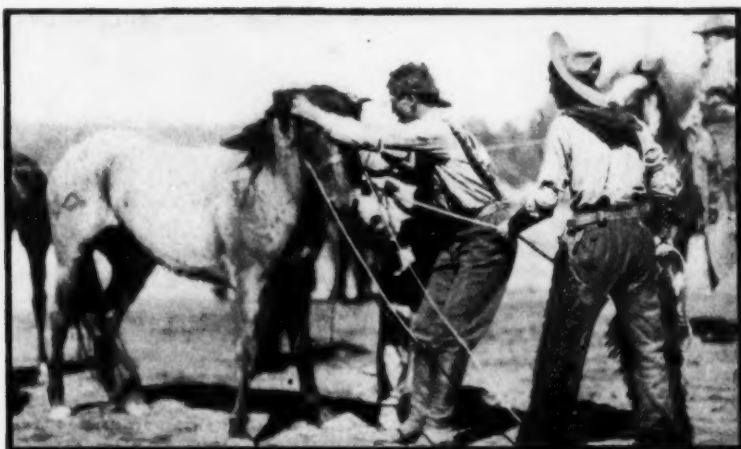
SPECTACULAR EQUESTRIAN FEAT.  
Taking the hurdle on the back of two fast-galloping horses.



ROPING A WILD HORSE.  
The foot and head lariat, and the animal rapidly becoming helpless.



EXTREMES IN TRANSPORTATION.  
Modern railroad train with the Indian's primitive conveyance.



A NOTABLE COUPLE.  
Dell Blancett, champion bulldogger of the world, and Mrs. Bertha Blancett, world's champion lady bucking horse rider.



THE GOVERNOR IN THE RACE.  
Governor West of Oregon preparing to ride in the \$350-prize saddle contest.

## Thrilling Carnival of Frontier Life

This annual "round-up" was one of the most successful of those festivals, peculiar to towns in the far West, which perpetuate memory of the days when the frontier communities constitute the programs at such celebrations, and many of the performances thrill as well as entertain the lookers-on.



# People Talked About

**T**HE RECENT exciting and bitter political campaign in Canada ended in the triumph of the Conservative party, which is unreservedly opposed to reciprocity with the United States. The leader of the victors, Robert Laird Borden, will thus before long assume the office of prime minister of the Dominion.



ROBERT L. BORDEN  
Leader of the victorious Conservative party in Canada and coming premier.

while Sir Wilfrid Laurier, who has been at the head of the government for fifteen years, will probably, at the end of the coming session of Parliament, retire to private life. The most effective argument used by the Conservatives during the contest was that reciprocity was a step in the direction of annexation to the United States. Dread of American domination so excited the national sentiment of the Canadians that they voted the Liberal party out by a large majority. Mr. Borden appears to inherit a feeling of

she has given a large number of her sons the chance to attend an agricultural school at her expense, and last year forty of them were enrolled in the College of Agriculture, at the University of Illinois. Mrs. Scott believes women are natural conservers and will become apostles of the conservation of the soil in the future. For years the fertile corn zones of the West produced rich crops with little cultivation, but to-day the soil has become depleted. The qualities removed from the soil by the crops must be put back in the shape of nitrogen and phosphates, and Mrs. Scott is now demonstrating what can be done by supplying them. In having as her manager or superintendent Lewis G. Stevenson, a son of former Vice-President Adlai E. Stevenson, Mrs. Scott is very fortunate, as he is an advocate of progressive farming and is accomplishing wonders on her ten thousand acres. Mrs. Scott's Illinois farms comprise some of the most productive in the State.

**A**LTHOUGH Andrew Carnegie never had what is called a college education, he is yet one of the best informed and most cultured of men. His intellectual ability and attainments have been widely recognized, and nowhere more signally than in his election twice as lord rector of St. An-

to Russia and boldly proclaimed that women should have equal social and political rights with men. Her aggressiveness angered the Czar and, with a view to silencing her, he ordered her to go to Moscow and open a nunnery for women of aristocratic birth. The grand duchess obeyed and soon had a nunnery well filled and in active operation. But if the Czar thought that he had crushed out her purpose to preach suffrage, he was sadly mistaken, for she wrought among the inmates of the nunnery and soon had the great majority of them converted to her views. The Czar reluctantly accepted defeat and, the Czarina having interceded for her, the grand duchess is now permitted to visit St. Petersburg for several weeks each year. This gives her opportunities for disseminating woman-suffrage doctrine outside of as well as within the walls of her nunnery.

**A**MONG many other devices for making attractive the coming Panama-Pacific International Exposition, at San Francisco, a great seal has been designed to signalize the event. The design was created by the painter, Charles A. de Lisle Holland, and the model for the goddess on the emblem was Miss Vona Taber, great-granddaughter of Peter H. Burnett, California's

**M**ETHODIST CHURCH women leaders have a part, for the first time, on the program of an ecumenical Methodist Episcopal conference. This is the great decennial convention of world-wide Methodism, now in session in Canada. Foremost among the women speakers on October 13th will be Mrs. Jane Bancroft Robinson, of Detroit, Mich., whose topic will be "Woman's Work in the Church." Daughter of a distinguished Methodist minister, Rev. Dr. George Bancroft, she is a graduate of Troy (N. Y.) Female Seminary and of Syracuse University. She also studied at Bryn Mawr College, at the University of Zurich, at the Sorbonne, Paris, and the Ecole des Hautes. As a teacher, she first served as preceptress of the Collegiate Institute, Fort Edward, N. Y., and later as the fellow of history in Bryn Mawr.



MRS. J.B. ROBINSON,  
President M. E. Home Missionary Society and a speaker at the ecumenical council.



ANDREW CARNEGIE,  
Highly honored at the five hundredth anniversary celebration of St. Andrew's University, Scotland, marching in cap and gown.

opposition to American influence, for he is a descendant of a Connecticut family which, during the American Revolution, clung to the English cause. He is a man of courtly presence, an incisive and pleasing speaker. When he was elected to Parliament from Halifax, Nova Scotia, in 1896, he had never been heard of before in public life. In 1901, however, he attained the leadership of his party. He was formerly a leading lawyer.

**M**RS. MATTHEW T. SCOTT, president-general of the National Daughters of the American Revolution, is a great believer in agriculture for women, and thinks it a field which promises far more of health and happiness than the majority of occupations and professions for women. She is one of the largest land owners in Illinois, possessing more than ten thousand acres scattered over some six counties, which she oversees personally, and is always on the lookout for opportunities to improve not only her land, but the condition of her tenants. For several years



MRS. M. T. SCOTT,  
President-General D. A. R. and a believer in agriculture for women.

drew's University, in Scotland. This famous institution lately celebrated its five hundredth anniversary, and the occasion drew to the scene a large number of able and distinguished men. Among these, Mr. Carnegie shone like a star of the first magnitude. Deference was paid him on every hand, and he was highly honored by the formal presentation to him as ex-lord rector, and in the presence of a great assemblage, of his own portrait, painted by Edward Walton, representing Mr. Carnegie wearing the gorgeous red robes of the lord rector. The idea of this gift originated with the students, and it was made in recognition of Mr. Carnegie's great services to St. Andrew's and other Scotch universities. In a graceful and witty speech, Mr. Carnegie, who, though he was born in Scotland, is one of the most intense of American citizens, called attention to the fact that he was the first foreigner ever chosen as the university's lord rector.

**O**NE REMARKABLE indication of the spread of woman-suffrage sentiment throughout the world is offered in that most backward country of Europe, the Russian empire. The Grand Duchess Elizabeth, sister of the Czarina and widow of Grand Duke Sergius, who was killed by revolutionaries at Moscow a few years ago, went abroad after her husband's assassination and became imbued with advanced ideas as to the status of woman. She returned

first Governor, and daughter of Mrs. Romie Burnett-Taber, one of the leading women suffragists of the Golden State. Miss Taber is twenty-two years old and a popular member of San Francisco's younger social set. The artist chose her as his model because of the exceptional beauty of her face and figure. The seal represents a woman, draped in the national colors, holding in her hands two shells, one representing the Atlantic and the other the Pacific Ocean. Water flows from each shell, and at the goddess's feet float the ships of the nation. The design is original and striking, and Miss Taber's portrait upon it greatly enhances its attractiveness.

**H**IGH prices do not trouble George H. Ward, a seventy-four-year-old athlete of Middletown, Conn. Mr. Ward claims that he is able to live on twenty-six cents a week, and that he is healthier and heartier than most men. He is a great walker, doing from fifteen to twenty miles a day, just to keep himself in trim. He attributes his walking ability to his diet. He lives on oatmeal, peanut butter and crackers, but says that the butter and crackers are luxuries. Mr. Ward does not agree with the Western professor who declares that a man may live well and be vigorous on twenty-two cents a week. He thinks it is better to spend four cents more and make sure of it. He admits, however, that a man might thrive on ten cents' worth of oatmeal a week.



MISS VONA TABER,  
The "goddess" on the seal designed by Charles A. de Lisle Holland for the Panama Pacific International Exposition.

Mrs. Robinson also has been dean of the Women's College, Northwestern University, Evanston, Ill.

**T**HE RESIGNATION of Dr. Robert Stuart MacArthur as pastor of Calvary Baptist Church, New York, the largest and best organized Baptist church in the United States, if not on the globe, is an event of no little importance in the religious world. Dr. MacArthur's career has been one of the most remarkable of any clergyman in the metropolis. Forty-one years ago, just out from the theological seminary, he became the first pastor of Calvary Church and has been the only one it has ever had. During his incumbency the membership has grown from a few hundred to twenty-three hundred. He is baptized into the church more than five thousand persons. The doctor leaves the church because he has been elected president of the Baptist World Alliance, the greatest honor his denomination could bestow, and he intends in the future to devote his time to work in Russia.



REV. DR. R. S. MACARTHUR,  
The famous Baptist preacher, who has resigned from his New York pastorate.

**D**URING trip to procure self to explain hydro-aeroplane Glenn H. Curtiss that can be water. This is its practical first time after. Officer witnessed the

well satisfied ment immediately be used in combat aviation. During the was taken to Curtiss instrument operation.

The hydro Curtiss biplane attached a pontoon feet long, the

foot in depth constructed of eighths of an inch of steel, curedly braced the enormous subjected wh at forty miles entirely sea. To fully app hydro-aeroplane self in a motion forty miles a lifted into the

speed, about I decided the operation a ride in it. of the water when we le into the air hundred feet we dropped the power touched the hardly per



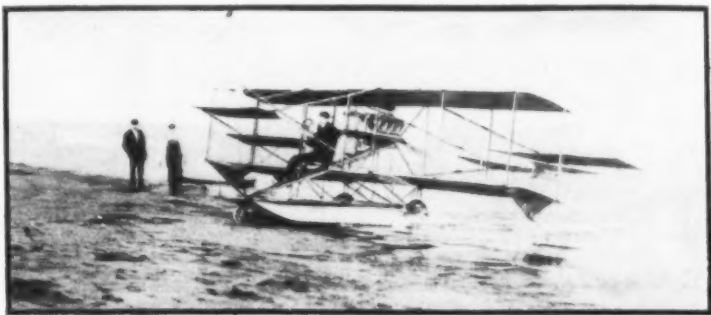
# The Wonderful Air-and-Water Ship

By G. H. WHEELER

**D**URING the past summer I took a trip to Hammondsport, N. Y., to procure pictures and enable myself to explain as plainly as possible the hydro-aeroplane, a machine invented by Glenn H. Curtiss, the famous aviator, that can be flown from either land or water. This machine was tried out and its practicability demonstrated for the first time at San Diego, Cal., last winter. Officers of the United States navy witnessed the experiments and were so

If, while in the air, the operator desires to come down on land, he pulls a lever that releases a frame to which wheels are attached.

Another interesting and important invention made by Mr. Curtiss in connection with the development of the aeroplane is what is termed the shift control. It is quite apparent that in an army or navy aeroplane, if the man operating the machine should become disabled, the machine would immediately fall or

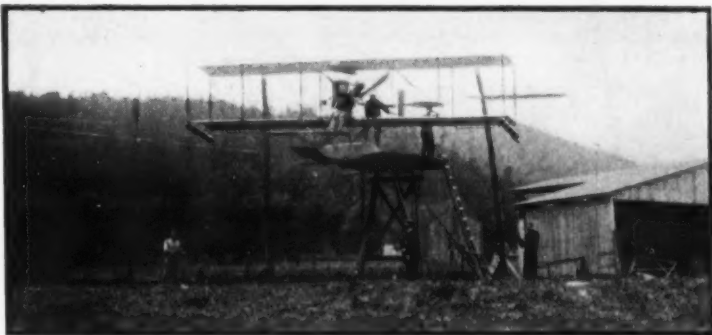


It travels through air, on water and on land.

well satisfied that the Navy Department immediately ordered a machine to be used in connection with the government aviation school at Annapolis. During the last summer the machine was taken to Hammondsport, where Mr. Curtiss instructed naval officers in its operation.

The hydro-aeroplane is the regular Curtiss biplane, underneath which is attached a pontoon, or boat, about fifteen feet long, three feet wide and about one

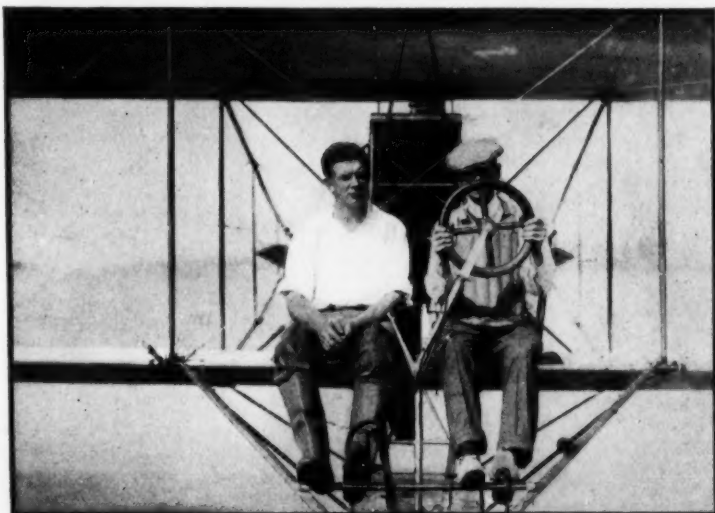
glide to the ground. Mr. Curtiss has met this contingency. The post to which the wheel is attached is hinged at the bottom of the segment and instantly released by a lever on the upper part of the segment and thrown over, so that the wheel is in front of the other occupant of the machine. The spark control being attached to the wheel post and the throttle being between the two seats, the control can be shifted in an instant to the other aviator.



Launching the hydro-aeroplane into the air from a wire connecting a platform with the beach.

foot in depth. This pontoon is constructed of very light wood, three-eighths of an inch thick, and is very securely braced on the inside to withstand the enormous pressure to which it is subjected when going through the water at forty miles per hour. It is, of course, entirely sealed up and is water-tight. To fully appreciate the operation of the hydro-aeroplane, one must imagine one's self in a motor boat going at a speed of forty miles an hour and suddenly being lifted into the air and going at a greater

Several theories have been advanced involving the arrangement to be used in the launching of a hydro-aeroplane from the deck of a battleship. This problem was solved lately when Lieutenant Ellison, of the navy aviation school, successfully tried out a new device. This consists of a wire cable stretched from a platform, twenty feet high, to the water's edge, a distance of about one hundred and fifty feet. The pontoon of the hydro-aeroplane has a groove in the bottom, lengthwise, into



The new shift control, a remarkable improvement in aeroplane gear.

speed, about fifty or sixty miles an hour. I decided that I could best describe the operation of this machine by taking a ride in it. We shot along the surface of the water for about five hundred feet, when we left the water and rose gently into the air, rising higher until several hundred feet above the surface. Then we dropped down close to the water, the power was shut off, and when we touched the surface the contact was hardly perceptible.

which the cable fits. On either side and parallel with the cable are two guy wires, on which the ends of the hydro-aeroplane rest, to maintain the equilibrium. From this platform the hydro-aeroplane makes a rapid descent along the wire cable, getting ample momentum to force the machine into the air, the machine releasing itself from the cable and wires as it rises. The experiment was a perfect success and demonstrated the practicability of the device.



"It feels so good and wears so well!"

**I**T'S great—that *Velvetrib* feeling.

*Velvetrib* is a caress, a luxury, and a comfort to the body. No other underwear in the world feels so good or wears so well.

*Velvetrib* fits like your own skin—and is just as soft. Its velvety softness gives grateful warmth—its springy elasticity gives glove-like fit, with no binding or bagging anywhere.

If you want a warm winter underwear, that is as comfortable as your summer weights, go to your dealer and ask for

## Velvetrib

Oneita Knit

## UNDERWEAR

*Velvetrib* fabric is made of two layers closely interwoven. This construction permits of great warmth without coarseness of yarn or bulkiness of fabric.

It is alike on both sides and possesses the softness of fleece-lined underwear without its fuzziness or rigidity. By actual test *Velvetrib* Fabric shows 80 to 100 per cent. more tensile strength than any other underwear fabric of equal weight.

And *Velvetrib* Underwear is made as strong as its fabric. Seams are double lock-stitched. Parts where strain and wear come are taped and reinforced. A *Velvetrib* garment has no weak spots. There are at least two seasons' wear in *Velvetrib* Underwear.

**Velvetrib is Guaranteed**

to give satisfactory service in every respect without irritation to the skin, shrinking, ripping, tearing, bagging—or money back.

*Velvetrib* is made of especially prepared Egyptian yarn. In medium and heavy weights for men and boys.

**Men's** Separate Garments, \$1  
Union Suits - \$2  
**Boys'** Separate Garments, 50c  
Union Suits - \$1

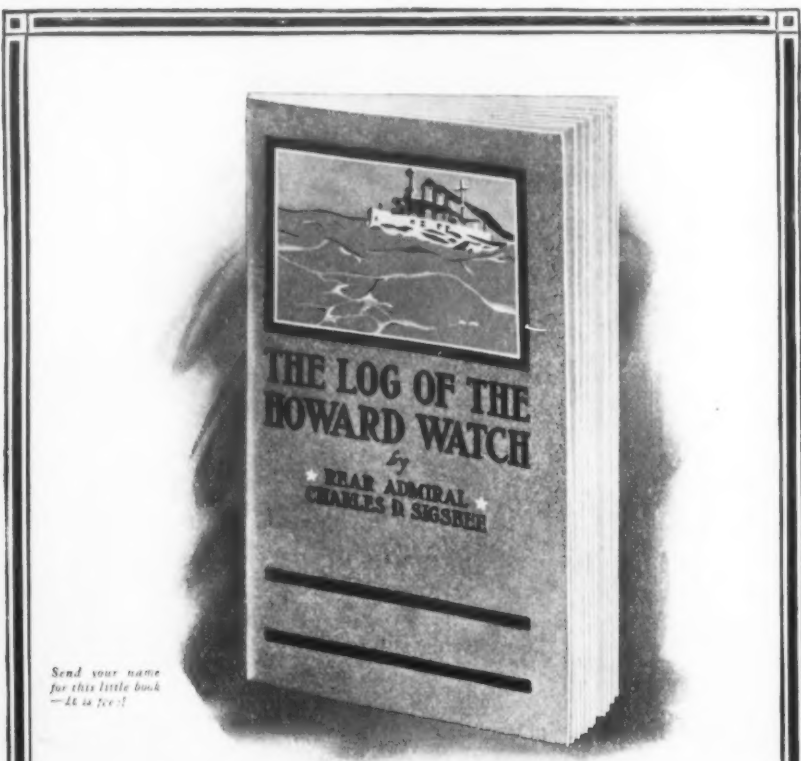
*Velvetrib* Union Suits are Perfection in fit and comfort.

If your dealer doesn't sell *Velvetrib*, send us his name. We'll mail you booklet, sample of fabric, and see that you are supplied.

Oneita Knitting Mills, Mill 56, Utica, N. Y.

Makers of famous Oneita Union Suits and other Oneita-Knit Underwear.





Send your name  
for this little book  
—it is free!

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Every man and boy who takes pride in American achievement will enjoy reading "The Log of the HOWARD Watch."

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## A Case of Retrogression.

(Continued from page 408.)

chance to go out of the house, for I was afraid of running into Joe. Besides, I learnt a lot more while I was working for that lady, and I like to learn things, don't you?

"Of course I was scared about it at first."

"Look here!" I says to the matron at the institution; "will this lady that you've got me a job with know all about me?"

"Oh, yes," she says, "she'll know. We couldn't send you to her under false colors," she says. "But she's a kind lady; she wants to do you good, and she won't never throw it up to you."

"Well, she didn't throw it up to me—much, and I was glad of that. It's pretty hard to keep doing right when you know that the people you're working for are all the time thinking how you used to do wrong. I've heard since from other girls that has went through what I went through that the ladies they worked for worked them half to death, and paid them almost nothing at all, and all the time watched them, suspicious-like, as bad as if they'd been in jail. They say they've had it throwed up to them all the time, and whenever anything was mislaid they was accused of stealing it, till they was just made so sick and discouraged that they had to go back to the old ways again. But my lady, she wasn't like that."

"Of course sometimes she'd rub it in a bit. If I smashed a plate, she'd say, 'Naturally you are used to doing things carelessly'—just like that, in a way that showed me what she was thinking about, and that hurt a lot. But, take her all around, she was a real nice lady, and I was happy there."

"It didn't last long, though. By and by we went out to Denver for her health—she took me along—and out there, first thing I knew, she died. I certainly was sorry for her."

Sophie paused. She looked beyond me, into the shadows of the corner in that little room over an East Nineteenth Street saloon. Then she took another drink. She tried to smile, but the smile went crooked; it was as if she were drinking to a safe voyage in Charon's care for the kind lady that had only once in a while rubbed it in a bit.

"Well," she resumed, "there I was in Denver, out of a job. I went to an employment agency, and, just about the time my money'd run out, one lady began to talk to me as if she might really hire me. I remembered that stuff that the matron had said about not being under false colors or something, so I thought perhaps I'd better tell this woman the truth."

"She didn't like it. She didn't like it a little bit."

"I am very sorry for you, my poor woman," she says; "but you did quite right to tell me. Of course I couldn't have anybody in my family that has been what you've been."

"That was bad enough; but it didn't stop there. This lady seen a friend of hers, another lady, coming in the agency, and she told her, and the other lady was mad and walks right up to the boss and asks him what kind of a place he's running, anyhow—and the boss chucks me out."

"I saw now that it was a case of sailing under false colors or sinking the ship; so I made up my mind to lie, after that. I went around from house to house. Of course that sort of thing means low wages, if you're lucky enough to get any. I got a place at last on almost nothing at all."

"One day the husband of the woman I was working for there began to make eyes at me. He came in the kitchen and asked me questions about New York. He said he used to live in New York before he was married, and he asked me if I knew this place or that—all the sort of places that I did use to know when I was in the town. I happened to say 'Yes,' not thinking what it meant, and then he tried to kiss me."

"You get out!" I says.

"Don't be foolish," he tells me. "I'm not going to hurt you."

"If you don't let up," I says, "I'm going to hurt you, and do it quick, too."

He kind of bristled up at that.

"Look here," he says, "I'm on to you, and if you're not nice to me I'll tell my wife the truth about you."

"Seems to me there'd be something to tell her about you, too," I says.

(Continued on page 420.)

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## MONKS WIN RIGHT TO CHARTREUSE

United States Supreme Court Favors Carthusian Order in Fight to Protect Secret of Its Liqueur.

By a decision of the United States Supreme Court the Carthusian monks, who make the celebrated liqueur known as Chartreuse, have won their fight against the Cusenier Company, a New York corporation, to prevent the latter from using the trade-mark and other indicia of the monks' product in the sale of a similar cordial in this country. The Cusenier Company acts as agent for the French liquidator, Mons. Henri Lecontier, appointed by the French court to take possession of the property of the monks in France under the Associations act of 1901.

Following the forcible removal from their monastery, near Voiron, in the Department of Isere, in France, the monks took their liqueur manufacturing secret with them and set up a factory in Tarragona, in Spain, and there have continued to manufacture the cordial, importing from France such herbs as were needed for the purpose.

The French liquidator, it is alleged, undertook to make a cordial identical with or closely resembling the monks' product.

In about all substantial details the claims of the monks have been upheld, except that the defendant company has not been held in contempt. Justice Hughes wrote the decision. The jurisdiction of the Circuit Court was upheld. It was also set forth that the monks' non-use of the trade-mark did not constitute abandonment and that the French law affecting it could not have any extra-territorial effect as far as this country was concerned, and that the monks have an exclusive right to the use of the word Chartreuse in the sale of their product in the United States. *New York Herald*, June 20, 1911.

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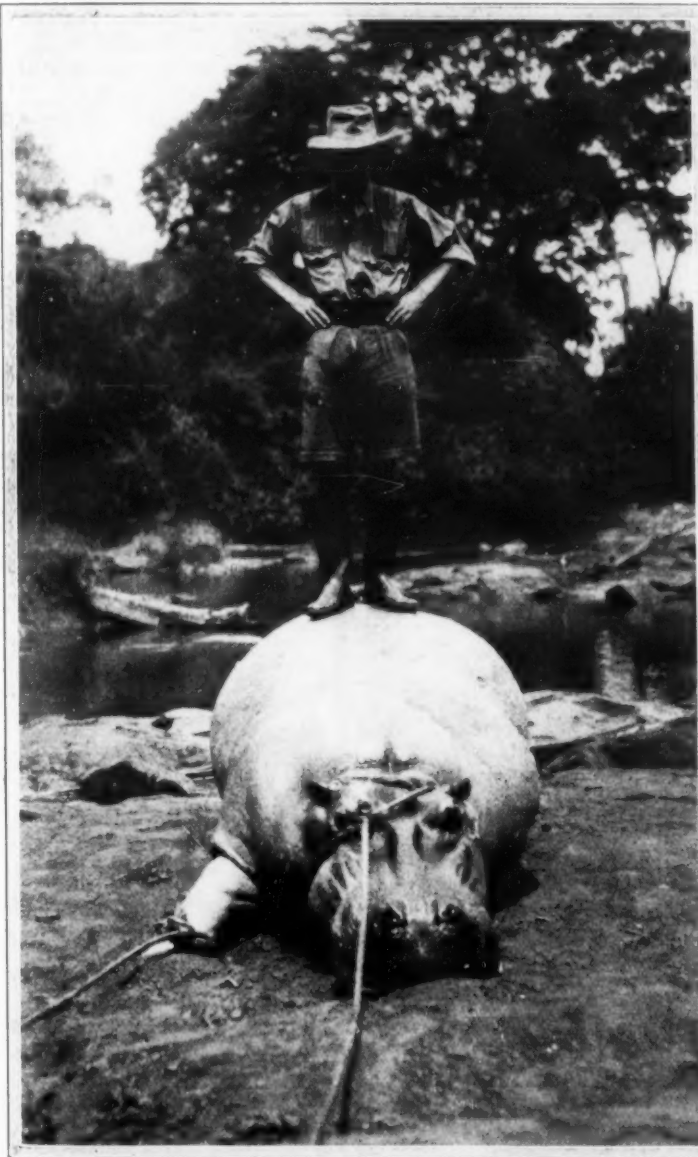


## A Noted American Novelist on the African Game Trails



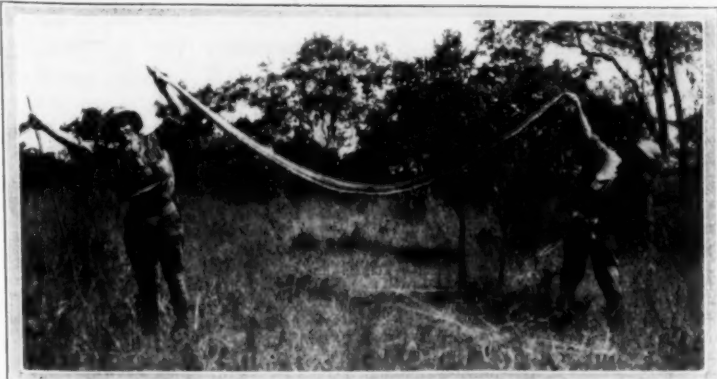
THE NOVELIST AND THE LION.

If you look closely you will see why Stewart Edward White, the noted American novelist, and Mrs. White are not afraid of this fierce-looking lion. There is a bullet hole above the animal's eye, showing that Mr. White is a crack shot as well as a clever writer. Mr. White, who is still in Africa, has been having a series of highly exciting experiences, and a novel on the subject is expected by his friends following his return.



THE END OF A MIGHTY HIPPO.

This splendid animal was killed by Mr. White's party while he was standing in a stream not far from Mt. Kilimanjaro. An Englishman named Cunningham, a member of the party, has mounted the hippo to show its great size.



MR. WHITE AS A SNAKE KILLER.

The novelist is on the left holding the skin of a monster serpent they killed not far from the scene of the lion's death.

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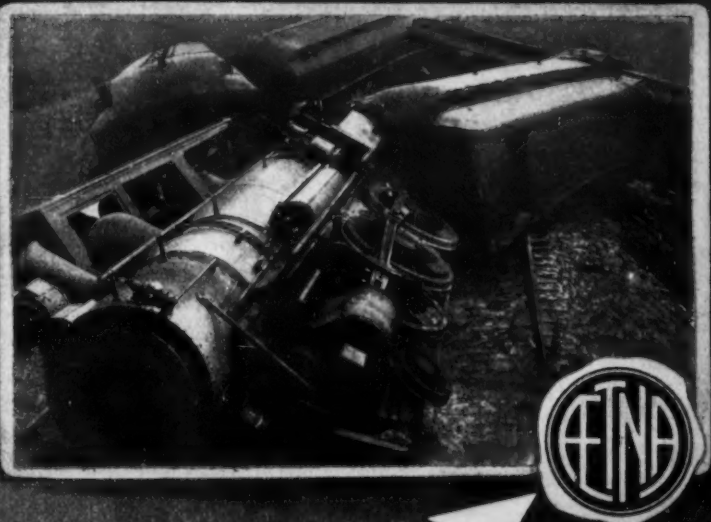
We ask you to try Parowax in this week's washing; or to have your laundress try it.



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MEN WHO MAKE A GREAT BUSINESS PROSPER.  
Officers of the National Biscuit Company who recently attended the dedication of the company's big new plant in Kansas City, Mo.  
Left to right: Judge New, Robert Cruik, manager, Kansas City plant; A. C. Mace, advertising manager; A. W. Green, president; Louis Iselhardt, traffic manager.

# Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

EVERYBODY seems to be angered because the cost of living has gone up. But this is a world-wide condition, largely due to natural causes—the drought included. If we have fault to find, therefore, we must find it with Providence and not with each other. We will get over our fit of impatience if we will sit down quietly and reflect. We will not get over it if we continue to throw stones at each other. I believe that we are getting over it. I see evidences of this on all sides. I have letters, some of them from workmen, all denouncing the muck-raker, the demagogue and the yellow press, and all urging that I continue to preach the gospel of peace, good-will and prosperity.

Best of all, our public men are getting the courage of their convictions and openly taking the right side on public questions. I note the Governor of Texas urging the people of that State (which needs railways for its development more than any other State in the Union) to remove the restrictions on capital and give the railroads a chance. I am glad to see that Governor O'Neal, of Alabama, had the courage, at the great conference of Governors in New Jersey, to defend the courts as the bulwark of the people and to oppose some of the latest newfangled notions of those who are calling themselves "progressives," but who are really the greatest retarders of prosperity. More than all of these, it is pleasant to observe that the great State of Virginia, the mother of Presidents, put its foot on the attempt to defeat its two conservative Senators, neither of whom has ever bowed his knee to the gods of the muck-rakers. Senators Martin and Swanson had been assailed by all the so-called progressive demagogues and Democrats for being friendly to the railways and the corporations. On this ground they were bitterly fought at the senatorial primary. Common sense and conservatism prevailed and both Senators received a well-deserved vote of confidence.

We are an emotional people, easily influenced and oftentimes carried off our feet by the seductive words of some eloquent but shallow orator. In this country every schoolhouse breeds an embryo statesman and every lad hopes some day to be a Daniel Webster. "The gift of gab" is fatal to the unbalanced man. The "barker" who by his roaring invitation entices you into a cheap and worthless show goes into politics, gets into the Legislature or in Congress, and is hailed as the "silver-tongued orator" of his day. Set him loose in the backwoods, put him on the stump in a political campaign or make him the speaker when all are filled with wine at a great dinner in the city, and his resounding commonplaces are wildly cheered as the reflections of a statesman.

This is the genesis of such strange movements in politics as that of the populist, the rag money, the free silver and the wild socialist type. We must return to reason and common sense. Unfortunately the masses, fascinated and hypnotized by demagogues, seem to wake up from their dreams only when they find themselves confronted by hard times and the empty dinner pail. Then they make short shrift of those who have deceived them, and in their hour of repentance wonder that they were so easily fooled.

The panicky drop in the Steel shares conveys its warning. I am often asked by my readers if they are safe to buy certain stocks on a slender margin. Sometimes they ask if five points is sufficient. Others ask if twenty points will do. Invariably I have replied that absolute safety in the stock market cannot be found except by paying for what you buy.

Who would have thought that a stock so strongly supported as Steel common could drop almost thirty points in the course of a few weeks? Yet it did, and many a slenderly margined account was wiped off, with an absolute loss to the speculator. This may happen in almost any direction, especially with a stock that has been strongly supported by those who have had the greatest interest in it and who have known the most about it.

I have the satisfaction of knowing that months ago, when all the financial writers were calling attention to the strength of Steel common and advising their readers that it was cheap, I noted two facts that raised the danger signal: first, the conceded and unusual dullness in the iron trade, and, secondly, the overhanging danger of prosecution under the Sherman anti-trust law. I called attention to one other factor of weakness, and that is the widespread distribution of the Steel shares among over a hundred thousand shareholders and the danger that would result from a collapse in the price of such stock.

The greatest demoralization the market has had since the decline began followed a break in Steel, for orders to sell poured in from all over the country. There were so many shareholders that wanted to get out that a condition of semi-panic prevailed. If it had not been promptly stayed by those who realized the danger, the whole market would have gone through an experience like that of 1907.

Usually, after such a panicky manifestation in a leading stock, the market recovers its equilibrium and prices advance; but this advance can scarcely be prolonged so long as the spirit of unrest prevails and manifests itself in the constant attacks on the industrial corporations and the railroads. It threatens them with all the embarrassment, expense and difficulties of dissolution in the midst of their great success.

Whenever the public gets over its hysteria and drives the demagogues and muck-rakers out of sight, prosperous conditions will speedily return. A rise in Wall Street will be the first indication of a turn in the tide.

C. Kansas City: 1. M. K. T. Pfd., C. & O., N.Y. O. & W. & K. C. S. Pfd., are not on the investment list. They are all speculative, but with a revival of prosperity all ought to sell higher. As conditions now are, the first and the last look like the better purchases. 2. The Wall Street Journal is one of the best of the financial publications.

(Continued on page 419.)

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OF one day's mail that came into the house recently, we had thirteen enquiries; seven of which were from Leslie's. Six of the seven were from well-rated business men. Five of these six were rated better than \$500,000 and two of them were presidents of concerns whose ratings in Dun's were AaA1.

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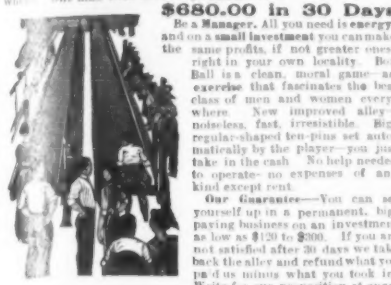
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### Jasper's Hints to Money-makers.

(Continued from page 418.)

L. Hudson, N. Y.: I do not think any one of the three is among the best, in view of possible persecutions under the anti-trust laws.

B. Greenfield, Ind.: 1. After such a decline as Mo. Pacific has had, a ten-point margin would seem to be sufficient. 2. Brokers charge the current rate of interest, monthly.

N. Pawling, N. Y.: It is not unlikely that Chicago subway may sell at less than the assessment, but a smart revival of business, or a reorganization on a particularly favorable basis would justify payment of the assessment. It is difficult to decide.

W. Detroit: Competition in the hotel business is constantly growing. I should look upon the Chicago proposition as more of a speculation than an investment. It might be difficult to sell the stock in case of an emergency.

W. Milwaukee: I do not advise the purchase of Buick Oil stock. If you want to buy a stock of this character buy one that is well established and paying dividends and not one that is highly speculative.

M. Jackson, O.: Columbia Gas & Electric Company controls or operates a number of companies in and about Cincinnati. These are public utilities and appear to be well managed and productive. It is not a Wall Street security.

H. Walton, Mass.: 1. I do not advise a working man, or any one else, to buy the stock of the New American Voting Machine as "a good investment." 2. Better put your money in a good bond or some dividend-paying stock and run no chances of speculation.

B. Harrisburg, Pa.: If the rising tendency in New York improved real estate continues, bonds of the well-managed realty companies will be reasonably safe. There is no reason why improved real estate in New York when well located should not hold its own.

C. Troy, N. Y.: I would not sacrifice M. K. & T., or any other security, in a panicky market. The patient holder will fare better if he will continue

### A Fine Night-cap

THE BEST THING IN THE WORLD TO GO TO BED AND SLEEP ON.

"My wife and I find that 4 teaspoonfuls of Grape-Nuts and a cup of hot milk, or some cream, with it, makes the finest night-cap in the world," says an Allegheny, Pa., man.

"We go to sleep as soon as we strike the bed, and slumber like babies till rising time in the morning."

"It is about 3 years now since we began to use Grape-Nuts food, and we always have it for breakfast and before retiring and sometimes for lunch. I was so sick from what the doctors called acute indigestion and brain fag before I began to use Grape-Nuts that I could neither eat, sleep nor work with any comfort."

"I was afflicted at the same time with the most intense pains, accompanied by a racking headache and backache, every time I tried to eat anything. Notwithstanding an unusual pressure from my professional duties, I was compelled for a time to give up my work altogether."

"Then I put myself on a diet of Grape-Nuts and cream alone, with an occasional cup of Postum as a runner-up, and sometimes a little dry toast. I assure you that in less than a week I felt like a new man; I had gained six pounds in weight, could sleep well and think well."

"The good work went on, and I was soon ready to return to business and have been hard at it and enjoying it ever since."

"Command me at any time any one enquires as to the merits of Grape-Nuts. You will find me always ready to testify." Name given by Postum Co., Battle Creek, Mich.

Read the little book, "The Road to Wellville," in packages. "There's a reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

to hold his stocks through such a period as we have been having. It may take time, but ultimately the market will get back to higher figures.

Donald, St. Louis: 1. Mo. P. looks like one of the cheapest of the speculative railway stocks. It would not be surprising if it were being accumulated by those who seek to establish control. 2. Under existing conditions I regard it as preferable to Pacific Mail and National Lead Common.

B. Philadelphia, Pa.: I think well of Atchison Common; Kansas City Southern Pfd., and Texas Company, as offering opportunities for profitable speculative investment. At the present price, Texas Company, even with its reduced dividend, looks among the cheapest of the industrials. But for the death of Mr. Gates it would probably have maintained the high figures at which it was selling and at which many of his friends on his advice bought freely.

D. Grand View, Wis.: 1. There is to be greater competition in the oil business than ever since the dissolution of the Standard Oil Company. Competition usually means that the smaller concerns must suffer. The Kansas Co-operative Refining Company has a capital of \$5,000,000, which seems excessive. It must be regarded as a speculative proposition. 2. I know nothing of the Rubber Company. You could do better with your money.

W. Cincinnati: American Ice Securities Company receives its income from the earnings of the American Ice Company. According to its figures, it earned a fair surplus last year. It is generally believed it should do as well this year. Companies are not obliged to report to the Stock Exchange except when they make applications to list their securities. With a proper management, I believe the American Ice Company could earn and pay dividends.

U. S. L. & H., New Orleans: By a vote of its shareholders, the par value of U. S. L. & H. is to be raised from \$10 to \$100. This probably precedes the listing of the shares on the New York Stock Exchange. The change in the par value signifies that if you have 100 shares of either the Pfd. or Com. at the present par value of \$10, you will receive ten shares of the new stock at a par value of \$100. The reason for the change is that the par value of a great majority of Wall Street securities is \$100.

G. Houston, Texas: 1. If you seek absolute safety you will find it best in securities in which savings banks and the postal savings banks are permitted to invest. These will not yield more than about 4 1/2 per cent. These sell at high figures, because limitations are placed on the investments of savings banks and of trust funds and the demand for high-class securities by these is constantly increasing. You could get a good local mortgage that would pay you a better rate of interest and be safe. 2. Your insurance plan is obviously speculative.

Widow, Boston, Mass.: While a savings bank is a safe place in which to keep your funds, you will be as well protected if you invest in the same securities that the savings banks buy. Postal Savings Banks are limited in their purchases of securities. You can buy these securities on a basis to yield you from 4 1/2 to 4 3/4 per cent. This is considerably better than your savings bank pays you. Write for a free circular on the subject to the New First National Bank, Dept. L-1, Columbus, Ohio. This bank deals largely in investment bonds and invites inquiries from any of my readers.

Time, Newark, N. J.: 1. This is a good time to buy first-class securities, as they are now selling on a much lower plane than for a long time before. 2. You will find the greatest safety in buying securities which savings institutions are permitted to purchase. These are usually regarded as gilt edged.

George H. Burr & Company, bankers, 41 Wall Street, New York, are offering a first mortgage bond at a price to yield 6 per cent. National, state and savings banks are large holders of these bonds. Write to Burr & Company for their Circular 817, which fully describes this issue.

P. New Jersey: Railroad bonds in denominations of \$500 that are gilt-edged and will yield 5 per cent are not plentiful. The National Railways of Mexico P.L. 4 1/2's will yield about 4.85 and are in denominations of \$500. A better bond is the Atchison Adjustment Income Bonds, 4.35's. Perhaps a still better would be the B. & O. S. W. Div. 1st 3 1/2's yielding about 4.40. I agree with you that railroads make a mistake in not having more bonds of small denominations. In France bonds of \$100 command a wide market, but few railroad bonds of that denomination are offered here.

Witch, Phila.: 1. A well-selected bond, a well-selected security of this character that will yield you over 5 per cent. This is a good time to buy investment bonds, because many of them are sacrificed by those who are obliged to do so to protect their holdings in the stock market. 2. The investment banking house of P. W. Brooks & Company, 115 Broadway, New York, is offering first mortgage 5 per cent. gold bonds on a most satisfactory basis. Write to that firm for its illustrated descriptive booklet and also for its "Circular N-E-X."

Swift, Atlanta, Ga.: 1. You can buy stocks on the partial-payment plan on a margin or outright. I prefer the last as the safest for one who has funds. 2. It would interest and instruct you if you would write to well-established brokers who advertise for their free educational circulars about trading in Wall Street. Some are written by experts. Nearly all of them have information of more or less value. But leave all the details alone. 3. J. F. Pierson, Jr. & Company, members of the New York Stock Exchange, 74 Broadway, New York, issue a free booklet on fractional lot trading, which any of my readers can have by writing for it.

Spec., San Francisco: 1. The chances are far more favorable for a speculator who goes into the market and buys during a slump than for one who buys during a bull movement. On the slump he is apt to get stocks nearer bottom, but he must have courage and patience to hold them. 2. To open an account with a broker, simply send him a check for whatever amount you wish to use in speculation and direct him when and what to buy. You can act on your own or he can act for you.

3. You can buy any number of shares from one up. Write to John Muir & Company, specialists in odd lots, members of the New York Stock Exchange, 71 Broadway, New York, for their "Free Circular No. 110" on odd lot investments.

NEW YORK, October 5, 1911.

JASPER.

### A Political Awakening.

(Continued from page 406.)

train are limited, although he is traveling in more comfortable shape on the present trip than ever before. The President, however, managed to save a few staterooms, which he has placed at the disposal of Governors, Senators and Congressmen whenever he could possibly do so. Whatever other charge can be trumped up against Mr. Taft, there can be no question as to his hospitality. He loves to have his friends about him. Together with Mrs. Taft, he revolutionized the conduct of the great state receptions at the White House in Washington and they became the most enjoyable affairs of the season. During other administrations it was the custom to invite several thousand persons to each reception, to have them form a line, pass through the East Room, shake hands with the President and pass out again in a very few minutes.

President and Mrs. Taft said they wanted every one who came to the receptions to feel that he or she was a personal guest. So the invitation lists were cut down a bit to meet the limited accommodations at the White House,

supper was provided in the state dining-room for all and at the end of the evening there was dancing. So the receptions have come to be real functions and the person who receives an invitation can count on spending an enjoyable evening, instead of a crushing ten minutes as in former times.

The presidential train on this trip consists of the President's private car, "Ideal," two compartment sleeping cars of ten staterooms each, a dining car, day coach and baggage car. The "Ideal" is called the President's car by courtesy only. It belongs, of course, to the Pullman company and Mr. Taft engages it only when he is traveling. It is used in the meantime by any one having the wherewithal to hire it. The "Ideal" is a splendid new steel car, however, and one of the most luxurious palaces ever placed on wheels. In it ride the President, Secretary Hilles, Major Archibald W. Butt, the President's aid, and "Jimmie" Sloan, the redoubtable chief of the Secret Service guard. There are only five rooms in the car, so this leaves one vacant or reserved for guests.

In the next car forward, the "Florida," ride two more Secret Service men, Dr. Thomas L. Rhoads, of the army, the President's physician; two of the White House stenographers, C. E. Colony, of the Boston and Albany Railroad, in charge of the railroad arrangements and the handling of the train and familiarly known as "Old Cap Collier," and one of the newspaper correspondents. One of the compartments in the "Florida" has been transformed into "The White House Office." In it Secretary Hilles and the stenographers do much of their work, and it has all the appearance of a rather crowded, but none the less modern, business office.

In the second compartment car, the "Texas," are quartered the newspaper correspondents who regularly travel with the President and a general representative of the Western Union Telegraph Company. This representative, by the way, is H. F. Taff, manager of the Washington office. He made the long "swing around the circle" in 1909 and kept the President in touch with the wire at all times—even during the five days' tour of the Yosemite Valley. There used to be some confusion in the names of Taft and Taff, but now Mr. Taff is so widely known as a part of the presidential retinue on all of the more important trips that "Taft and Taff" have become bywords in telegraphic and newspaper circles.

The special correspondents aboard the train, while there through the courtesy of the President, pay their proper share of the expenses of the trip. These necessarily are very heavy and it would be impossible for the \$25,000 travel appropriation given the President to cover them.

### Securities That Were Not Secure.

FEW PEOPLE realize the immense number of corporations that have sprung into existence in this country, have existed for a while and then have become extinct, while their securities have become worthless or nearly so. In "Obsolete American Securities and Corporations" (second volume), compiled by R. M. Smythe, it is stated that a list has been made of twenty-five thousand defunct organizations. This excellent book of reference for business men and investors names all the obsolete American securities and corporations that careful search has revealed and states the value of stocks and bonds of such corporations, if they have any. The greater part of a volume of nearly twelve hundred pages is given up to this list. In addition, there is a useful list of merged corporations, an account of repudiated notes and bonds in the United States, statements regarding South American, Central American and West Indian bonds, decree values of bonds from foreclosure, raised certificates of stock, fraudulent multiplication of oil well companies, etc., etc.

The book contains illustrations of various kinds of repudiated or valueless stocks and bonds. It will be of great convenience to persons having to do with estates owning mining and other stocks and bonds of unknown value, and every man who expects to buy securities of any kind should have a copy of this book at hand for careful reference. It might be the means of saving some persons large sums of money. Published by R. M. Smythe, Room 452, Produce Exchange, N. Y. Price, \$5.

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The gracious art of entertaining knows this invariable rule—

**NABISCO**

Sugar Wafers

should be served.

Like the last delicate touches of the painter's brush, they add charm, delight, completion.

In ten cent tins  
Also in twenty-five cent tins

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## The Orbit of Universal Service

In one year the earth on its orbit around the sun travels 584,000,000 miles; in the same time telephone messages travel 23,600,000,000 miles over the pathways provided by the Bell system. That means that the 7,175,000,000 Bell conversations cover a distance forty times that traveled by the earth.

When it is considered that each telephone connection includes replies as well as messages, the mileage of talk becomes even greater.

These aggregated distances, which exceed in their total the limits of the Solar system, are actually confined within the boundaries of the United States. They show the progress that has been made towards universal service and the intensive intercommunication between 90,000,000 people.

No such mileage of talk could be possible in such a limited area were it not that each telephone is the center of one universal system.

### AMERICAN TELEPHONE AND TELEGRAPH COMPANY AND ASSOCIATED COMPANIES

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**MAKE YOUR SHOULDERS BROADER**

"NULIFE" broadens your shoulders from one to three inches. Expands your chest from two to four inches. Compels you to breathe properly at all times. Makes you stand, sit, and walk correctly. Reduces your abdomen to the proper proportions. Fills out the hollows around the neck. Strengthens the back and supports the spine. Gives the person who wears it a commanding appearance. "NULIFE" is worn by men, women, and children. It is sold throughout the United States and Canada for \$2. For a limited time I will send "NULIFE" to the readers of LESLIE'S WEEKLY for \$2, post-paid. When ordering, send your proper height, weight, and chest measurement. Illustrated booklet on "NULIFE" sent free upon request. Prof. Anthony Barker, 1209 Barker Bldg., 110 W. 42d St., New York, N. Y.

## The 100 Per Cent. Efficiency Time Recording System

Every business man knows or is fast coming to know the value of an absolutely accurate Time Recording System.

We want every one of them to know the vital reasons why the Stromberg System is the best one.

You want to know why 75 per cent. of the new factories are installing Strombergs.

Think a moment and your own judgment will tell you that a system with one controlling clock operating all the stations electrically is the efficient and desirable one to install.

The Stromberg System of recorders has no clock works in them. One master clock in your office controls one or a hundred recorders. You have uniform time in all recorders and in all parts of your plant with the Stromberg System.

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You want to know when your employees reach the office or factory and when they leave it—you want to know what they are doing while under your roof—earning your money—and how long it takes them to do a piece of work—you want to know when mail, orders, telegrams and other papers are received in different departments—you want a clock in your engine room or shipping room or some department—you want to signal the time for starting and stopping the hours of work by bells—or you have some other timing need—the Stromberg System will provide any or all of these—and every one is under the control of one master clock and every one gives the same time—to the minute.

The cost of the Stromberg System is one-third to one-half less than that of any other.

We will save you money.

We will show you how to make more money.

Find out about the Stromberg System to-day. It costs you nothing to know.

**STROMBERG ELECTRIC CO.**  
281 Broadway, NEW YORK 1258 Marianna St., CHICAGO

In answering advertisements please mention "Leslie's Weekly."

## A Case of Retrogression.

(Continued from page 416.)

"He didn't answer nothing. He just laughed and grabbed me." Sophie paused again.

"Well?" I asked.

"Well," she resumed, "I slapped his face for him, and he told his wife that I'd been a bad girl. I told her what he'd tried on with me, but she just thought I was a liar, so she got mad and fired me."

"Was that the end?"

"Not quite. I tried a lot of other places, but I couldn't get a job. Near all of them wanted recommendations, and I hadn't none that was any good. The lady that died'd given me one, but it was pretty stale by this time. I pretty near starved."

"One night, on the street (I was tired out and hungry), I seen that man that had tried to kiss me."

"Hello, dear!" he says. "Where you going?"

"Up to Glenwood Springs to spend the summer," I says. "Where'd you think?"

"He grinned at me."

"I can help you get there," he says.

"You helped me lose a decent job," says I. He'd put an idea in my head.

"I'm played out. I'm all in. Can't you fix it up somehow so's I can get work?"

"You don't want to work," he says.

"I do, too," says I.

"But he just grinned."

"You're too pretty," he says. "Come along with me and I'll give you some money."

"Well, I was dead beat. I made up my mind that there wasn't any chance for me, that people'd never forgive me. He said he'd give me enough to get me to Chicago on my way to New York. I went with him, but next morning he gave me only enough to get to Lincoln, Neb. When I reminded him of his promise, he told me to go to blazes."

"What did you do?" I inquired.

"I went to blazes," she answered quietly.

"Right away?"

"Not direct. I went there by way of Lincoln, Neb. I earned enough at the old trade in Lincoln to get me to Chicago, and in Chicago I tried hard to get a decent job again."

"But that man in Denver," I interrupted, "the man that virtually ruined you for the second time—how you must hate him!"

She shrugged her thin shoulders.

"Oh, I don't know!" she said.

"Where's the good of hating people? I don't like to hate people."

"What was his name?"

"I dunno, and I wouldn't never tell you if I did. I know you; you'd make trouble for him. That's your way. Well, it ain't mine. I don't want to make trouble for nobody. He wasn't no worse than most men."

I gave it up.

"So you went to Chicago?"

"Yep. I got a place there at last in a boarding house as third servant."

"I stuck to it for a while. I don't pretend I liked it—all the men boarders tried to get fresh, and then, because the men liked me, all the women was suspicious. Still, I kept the men in their places and I held on to the job till a new boarder come to the place. He turned out to be a fellow that had made love to me—made regular love to me—in Lincoln—till he got tired of it. Well, he told the landlady about me, and out I was chucked."

"And then?" said I.

"Then it was the Denver show over again—only worse. When I got down and out, I went wrong. I didn't know the cops; I hadn't no pull; I was run in and kicked about—and one night I met my old fellow Joe down on Dearborn Street. He was going to New York."

"Did you run away from him?" I asked.

The grave gray eyes looked at me from over the shadows where lurked the tokens of the White Death. Sophie gulped the rest of her beer.

"I must be hustling," she said. "I've got to do better in the next three hours than I've been doing loafing here."

"Then you didn't run away from him?"

"Run away? Who? Me? What to? Starvation? Not much! I'd given things a fair chance. I was done, I was. There was Joe. Take it from me, I was never so glad to see any one in all my life."

LESLIE'S WEEKLY

## LESLIE'S WEEKLY'S CLASSIFIED SERVICE

Guaranteed to reach more than  
**340,000**  
homes every week.

### BOOKS

**Modern Competition a Nation's Commercial Safety Valve** (Copyrighted) is the title of a new book that contains a practical idea (not Socialism) that would regulate "food trusts" for all time, and equalize prices between producers and consumers. Written for busy men who think by the father of a family. Ninety Million people are interested in this subject. Send \$1.00 to John G. Quinn, Salina, Kansas, and receive it postage paid.

### BUSINESS OPPORTUNITIES

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**WE START YOU IN A PERMANENT BUSINESS WITH US AND FURNISH EVERYTHING.** We have now, ready selling plans and seasonal leaders in the Mail Order line to keep factories busy. No canvassing; Small capital; Large profits; Spare time only required; Personal assistance. Write today for plans, positive proof and sworn statements.

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**DON'T THROW AWAY your safety razor blades.** We sharpen them 25¢ each. Money back if we don't satisfy. We have given seven years' satisfaction. Established 1904. **CARR'S SAFETY RAZOR DEPT.** Box 25, Lowell, Mass.

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**GEORGIA FIRST MORTGAGE LOANS YIELD YOU 7%.** 25 years experience without loss of a dollar. Illustrated booklet and references on request. Sessions Loan & Trust Co., Marietta, Ga.

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**WRITE IDEAS FOR MOVING PICTURE PLAYS.** Make \$50 weekly spare time. Easy, fascinating work. Literary excellence unnecessary. We'll show you. National Institute, 215 Gaiety Theatre Bldg., New York.

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Typewriter Sales Co., 1590 No. Dearborn St., Chicago.

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### YOU CAN WRITE A SHORT STORY

Beginners learn thoroughly under our perfect method; many sell their stories before completing the course. We help those who want to sell their stories. Write for particulars. School of Short-Story Writing, Dept. 42, Page Bldg., Chicago.

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Sheet Pictures, etc. Stereoscopes, etc. Views to 30 Days' Credit. Samples and Catalog Free Consolidated Portrait Co., Dept. 2117, 1027 W. Adams St., Chicago.

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### OLD COINS WANTED.

\$7.75 paid for rare 1853 quarter; \$20 for half dollar. Keep money dated before 1890, and send 10c for new Coin Value Book. May mean a fortune. A. P. Kraus, 417 Chestnut St., Milwaukee, Wis.

### PLAYS

Large List. Vaudeville Sketches, Dialogs, Speakers, Hand Books, Drills, Operettas, etc. Catalogue free. T. S. DENISON & CO., Dept. 22, Chicago, Illinois.

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between you and your neighbor who desires to sell or exchange some article is the **Classified Columns of Leslie's Weekly.**

Leslie's has a guaranteed circulation of 330,000 copies an issue at the low rate of \$1.25 a line.

Write for booklet "Next to Reading and How to Get There."

### Leslie's

Illustrated Weekly

ALLAN C. HOFFMAN CHAS. B. NICHOLS  
Advertising Mgr. Western Mgr.  
225 Fifth Avenue Marquette Bldg.  
New York Chicago



## Stage News and the Move for Cleaner Plays

(Continued from page 409.)

gments clean and funny. Mr. Cohan's mother and father and usually his sister are members of his company—another feature to be heartily commended. A four-act Cohan foolishness, interspersed with patriotic songs alluding to "the Grand Old Flag," etc., is generally well worth the price of admission, especially if one is in the state of "mental dumps." "The Little Millionaire," now beginning its season at the Cohan Theater, is no exception. Many of its melodies remind one of music heard in other productions last year, but as they fit gracefully into the action of the play, one does not mind this. A really funny skit is that of the Dancing Wedding, with the bride and groom, the minister and the attendants dancing through a pantomimic ceremony. Tom Lewis as Bill Costigan, a fat man of obstinate nature, is one of the chief fun-makers in Mr. Cohan's support this year.

### "BOUGHT AND PAID FOR."

The prospectus of the Playhouse promises not a few good things for this season. The productions thus far have had the merit of gripping the public attention, even if the critics have not been agreed as to their quality. George Broadhurst's play, "Bought and Paid For," had its first New York presentation at the Playhouse before an unmistakably interested audience. It is a melodrama of domestic life, and, while not a lofty, it is an ingenious, production, and it makes a strong appeal to the average person. The play tells primarily the story of the courtship and married life of a millionaire and a telephone girl. The man of wealth treats his little wife well except when he im-

bibes too heavily, and then he is unbearable. After a violent scene, in which he taunts the wife with having been "bought and paid for" by him and later smashes in the door of her room with an andiron, she leaves him and goes out to earn her living once more. She takes up her abode in a Harlem flat, with her sister and brother-in-law, who, when she was in clover, had lived comfortably, but whose financial fortunes declined with hers. The former telephone girl is nearly worn out after three months of working at seven dollars a week, and the brother-in-law, by a clever device, brings the separated couple together, and then everything goes more happily than before, the millionaire having taken the pledge.

The situations afford opportunity for clever acting and the cast was adequate to the demands upon it. The part of Robert Stafford, the millionaire, was acted with strength and convincing skill by Charles Richman. The role of Virginia Blaine, wife of the millionaire, was taken by Julia Dean. Her acting showed the result of long training, but there was too much mildness and languor in her impersonation of an insulted and mistreated wife and her old-fashioned method of make-up left much to be desired. As James Gilley, the brother-in-law, Frank Craven made the chief impression of the occasion. The odd, unconsciously humorous role fitted him exactly and his natural portrayal kept the laugh a-going in every act. Marie Nordstrom as Fanny Blaine, Allen Atwell as Oku, a Japanese servant, Dorothy Davies as Josephine, a maid, merited the applause they received. There are only seven characters in the piece, which bids fair to be popular for a time, at least.



Thanksgiving Special  
\$20 SUIT or OVERCOAT to your measure \$13<sup>50</sup>



This Bell Tailor offer means precisely what it says

—A \$20 suit or overcoat made to your measure in the latest New York styles from cloth you yourself select, for \$13.50—a direct saving to you of \$6.50. This saving will make a pretty nice sauce to go with your Thanksgiving turkey.

Our Fall Catalog will tell you how

Send for it to-day. It is FREE. It will tell you all about the Bell Tailors and how we can make you this extraordinary offer, saving you \$6.50 on a suit you would pay \$20 for anywhere else in the world. This catalog also contains 64 choice samples of fabrics to select from; all the season's smartest styles and full instructions for taking your own measurements.

We don't expect this ad to sell you a suit, but we do expect it to make you write for our handsome catalog.

A postal will fetch it. No charge. Send to-day

BELL TAILORS OF NEW YORK, Cor. of Walker and Centre Streets, NEW YORK

### "THE WOMAN," AT THE REPUBLIC THEATER.

Mr. Belasco has again distinguished himself by presenting something original to his audiences. He has turned a new dramatic trick by having the woman in the case the deserter and refusing to legalize by a marriage her union with the man with whom she has had an escapade. When she found that she did not love Mathew Standish and that she did love another, she had the courage to tell him so. There was nothing for the man to do but to submit. Eventually both find happiness in marriage, but not to each other.

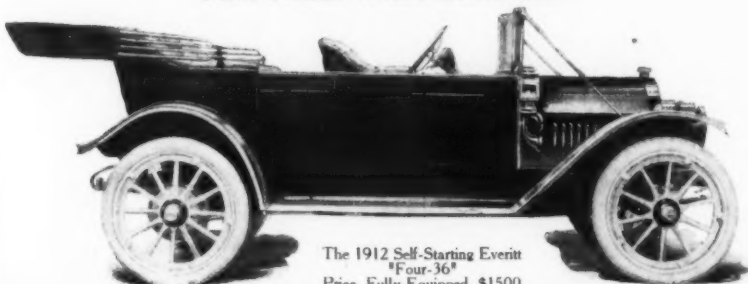
In this play Mr. Belasco has acted without precedent. He is the only dramatist who has the courage to make a woman refuse marriage for no other

reason than because she is weary of one man and finds that she loves another. Dramatists the world over have found it necessary to use a reverse state of affairs. This novel situation forms a peg on which the remainder of the play hangs, although the three acts deal more with politics than romance.

The curtain rises in a hotel lobby, with the telephone switchboard and the operator busy answering calls. Bell-boys are in evidence and a little group of politicians are in the "Amen" corner talking over the electoral situation. Every detail in the stage setting is faithful, as may be expected in any play produced by Mr. Belasco. Grace Blake, daughter of Hon. Jim Blake, political boss, is the woman in the case.

(Continued on page 423.)

### "Fame Follows Where Everitt Goes"



The 1912 Self-Starting Everitt  
"Four-36"  
Price, Fully Equipped, \$1500

The New Everitt Models—The "Six," The "Four" and The "Thirty"  
Are Ready For Your Inspection At a Nearby Dealer's—See Them

THE recent announcements of the 1912 Everitt have literally amazed the country.

The values offered are so unusual and unexpected that it is little wonder their possibility has been freely doubted.

It has even been said, by some, that if such a car as the Everitt Chrome-Nickel Self-Starting Six could really be sold for \$1850, no man in his right senses would think of buying any other if he could get an Everitt.

Other manufacturers have frankly admitted this. They did not see how we could do it; they did not believe we would do it.

But the proofs are open to anyone. The affidavits of famous steel-makers; an inspection of our factory; the record of the men behind the car,—most of all, its own test, in your hands,—show conclusively that these cars have really "bridged the gap between the \$1500 price and the \$4000 quality."

### Chrome-Nickel Steel Construction

To those who know anything of fine steels, no argument is needed to show the superiority of Chrome-Nickel. A Chrome-Nickel Steel car—as any engineer can tell you—is about three times the usual strength.

The new Everitt Six and Four-cylinder cars are built throughout of this incomparable material, making them well-nigh unbreakable and unwearable in service. So far as known, these are the only cars, selling below \$4000, in which this matchless steel is used to any extent.

This material comes from two of the best producers of fine steels in this country—the Billings and Spencer Company, and the Crucible Steel Company of America, at a cost of nearly three times what "good automobile steel" commands.

The affidavits of these two great con-

cerns—showing beyond question that the Everitt is entirely constructed of Chrome-Nickel Steel—have recently been reproduced word for word in our public announcements.

### Every Desirable and Modern Feature

In addition, these cars are provided with a Compressed Air Self-Starter which starts the motor and pumps the tires. The wheels are big and massive, and provided with Demountable Rims. The design is clean-cut and handsome, with all levers and door-handles inside. Full equipment, with everything of the best, is included.

Except for size and number of cylinders, the new "Four" shown above is practically a duplicate of the "Six." Both these cars, with the famous "Everitt Thirty," are beyond comparison from the standpoints of reliability and service.

We invite you to see these new models at your earliest opportunity. The brief specifications of the Everitt "Four-36" are as follows:

Wheelbase, 115 in.; Wheels and Tires, 34 x 4 in.; Horsepower, 36; Demountable Rims; Honey-Comb Radiator; Long Stroke Motor; Compressed Air Self-Starter and Tire Pump; Chrome-Nickel Steel Construction Throughout; Top; Windshield; Speedometer, and Prestolite Included. Price, \$1500.

Metzger Motor Car Co.  
Detroit, Mich.

Send catalog and name of dealer.

Les. Wk. 2



Philip Morris  
ORIGINAL LONDON  
Cigarettes

If you've tried and failed to enjoy a PHILIP MORRIS the answer is simple. You've never smoked the size that suits your taste. Different size in cigarettes produce a different taste. If you want Turkish tobacco, and nothing else, perfectly blended in a sunlit, sanitary, Government inspected factory, get the size PHILIP MORRIS that suits your taste and stick to it.

If your dealer does not stock your particular size, send us his name and address and remittance for desired samples.

### "The Little Brown Box"

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Limited  
420 West Broadway New York  
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FACTORIES:  
New York Montreal London  
Cairo





## Motorist's Column

Automobile Bureau

By R. B. JOHNSTON

Readers desiring information about motor cars, trucks and delivery wagons, accessories, routes or State laws can obtain it by writing to the Automobile Bureau, Leslie's Weekly, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

**W**E are building electrics that are perfect mechanically—that an engineer will endorse at first sight—that in finish and style are the height of refinement and dignified elegance. You can have shaft or enclosed chain drive.

Longer wheel base—body larger in size—inside roomier, with the same luxurious upholstery.

A dropped frame allows easier entrance and exit and adds to the general appearance.

Exide "Hy-Cap" batteries, standard equipment. The new "Ironclad" Exide or Edison batteries can be furnished. Special Electric Pneumatic, or Rauch & Lang Motz High-Efficiency Cushion tires, optional.

Our agents in all the principal cities will gladly demonstrate, or we'll send our catalog on request.

THE RAUCH & LANG CARRIAGE COMPANY  
2295 West 25th Street, Cleveland, Ohio

*Rauch & Lang  
Electrics*



The Most Famous  
Train in the World

### 20<sup>th</sup> Century Limited

Saves a day either way  
between New York or  
Boston and Chicago

Lv. New York 4.00 p.m.	Lv. Chicago 2.30 p.m.
Lv. Boston 1.30 p.m.	Ar. Boston 11.50 a.m.
Ar. Chicago 8.55 a.m.	Ar. New York 9.25 a.m.

"Water Level  
Route"

NEW YORK  
CENTRAL  
LINES



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PROSPEROUS**

If you are honest and ambitious write me today. No matter where you live or what your occupation, I will teach you the Real Estate business by mail; appoint you Special Representative of my Company in your town; start you in a profitable business of your own, and help you make big money at once.

Unusual opportunity for men without capital to become independent for life. Valuable Book and full particulars FREE. Write today.

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111 Marden Building  
Washington, D. C.

GET THE

**HORSE SHOW  
NUMBER OF  
Judge**

OCTOBER 21st At all news-stands. 10 CENTS



**WHITE VALLEY GEMS**  
See Them BEFORE Paying.  
These gems are chemical white sapphires—LOOK like Diamonds. Stand acid and fire diamond tests. So hard they easily scratch a file and will cut glass. Brilliantly guaranteed 25 years. All mounted in 14K solid gold diamond mountings. Will send you any style ring, pin or stud for examination—all charges prepaid—no money in advance. Write today for free illustrated booklet, special prices and ring measure. White Valley Gem Co., 1719 Saks Bldg., Indianapolis, Indiana



**NULITE GASOLINE TABLE LAMP**  
A complete Light Plant weighing 7 lbs. Portable, absolutely safe, 200 C. P. brilliant light 1-3 cent per hour. Saves 90 per cent. of your light bill.  
AGENTS. Write for Special Offer on complete line of gasoline lights and systems. Over 200 different styles. Highest Quality. Lowest Prices. Exclusive territories for capable town, county and traveling salesmen. 72 page illustrated catalog, free. Write today.

**NATIONAL STAMPING & ELECTRIC WORKS**  
414 S. Clinton St. Chicago, U. S. A.

In answering advertisements please mention "Leslie's Weekly."

**M**OTORISTS who use their car at night on country roads have had a great deal of trouble when traveling through districts that were strange to them. Except in so few instances that they need not be considered, no provision at all has been made for illuminating the danger and direction signs erected by automobile clubs or associations. The *Empire State Motorist*, which is the official organ of the association of automobile clubs in New York State, has recently started a campaign to remedy this state of affairs. In the case of the direction signs at crossroads and forks there is not so much necessity for lighting the signs, because drivers will naturally stop their cars at these points, get out, and with matches or the oil lamps from their cars examine the signs to find out which way is the proper direction to proceed. In the case of danger signs the necessity for lighting is very urgent, as the dangers of rapidly approaching a steep downgrade, a crossroad or a railroad crossing at grade are materially increased after dark. Yet

become loosened. To be sure, the brackets and number plates are not very heavy; but their weight, added to the constant vibration from road travel, is quite enough to loosen the spout, and the car must go into the repair shop. While it is a comparatively simple matter to solder the spout back into place, it spoils the look of the radiator top, and, in addition, must be done over again if the number plate is still carried there. Some manufacturers send their cars out with number-plate brackets fixed to the cross piece of the chassis frame, under the radiator, and this sort of device is by far the most practical method of displaying the number plates on the fronts of cars.

The American Automobile Association has announced that it will hold good-roads conventions at Washington annually until Federal aid in interstate road building becomes an accomplished fact. The next gathering is scheduled for December, when the fourth annual good-roads convention will be held at



CHARLES Y. KNIGHT RETURNS TO AMERICA.

Inventor of sliding sleeve valve engine (beside driver), whose motor has been adopted by big European motor car makes, leaving pier to begin short lecture trip.

practically none of these danger signs are ever illuminated, and consequently many bad accidents result from this lack of making these signs visible at night. As the *Empire State Motorist* writer observes, other road users are even more handicapped by this state of affairs than are the motorists with their lighted vehicles. Even in the States that have universal light laws, the majority of drivers of horse-drawn vehicles do not carry lanterns with them at night, and consequently both direction and danger signs cannot be seen by them. The writer suggests that these signs could be fitted for lighting at a comparatively small cost and that arrangements could be made with farmers or other persons who reside near by to have the lamps filled with oil and lighted at sundown each night. In districts where there are electric lights, it would be, of course, a simple matter, as arrangements could be made to have electric lights suspended over the signs and these lamps could be turned on at the same time that the regular circuits of street lamps were lighted each night.

The provision in so many State laws requiring the displaying of registration number plates on both the front and rear of cars has been responsible for a good deal of trouble to owners of cars. In the majority of cases the number plates for the fronts of cars are attached to brackets that are bolted to radiator spouts. Now, when radiators are manufactured, it is very seldom, indeed, that their designers or manufacturers make any provision for having the spouts carry brackets to hold number plates, and after these brackets have been in use for a time the spouts are likely to

Washington. Efforts are to be made to have the Federal government undertake the construction and maintenance of about twenty-five thousand miles of roads, to connect the big cities and extend from ocean to ocean and from the Great Lakes to the Gulf. It is suggested that this system of roads comprise four routes east and west and nine routes north and south. These routes would include stretches in every State in the Union and connect all the State capitals and larger cities.

Marked economy in tire maintenance and greater freedom from tire troubles will result from the growing tendency of motor-car makers to increase the size of the wheels of their vehicles, is the prophecy of an expert in the service bureau of a big tire firm. He has made a careful study of tire conditions for several years and declares overloading to be the chief cause of tire troubles. He says the increase in wheel diameters noticed in specifications of many 1912 cars will be a big advantage to buyers of these cars. "There is no surer way to lay the foundation for unsatisfactory tire service than to start out with a car on which the tires are undersize," says he. "The trouble has been that, while the original tires might have been of sufficient size to carry the weight of the car with its specified load of passengers, the fact was not taken into consideration that many additional pounds of equipment would immediately be added by the purchaser, who unwittingly overloaded his car from the first day he possessed it. There is absolutely no economy in buying tires of small size for a car expected to carry a heavy load."



Rebu



The Thomas factory rebuilds new tires. These cars are rebuilt, the chassis and body are repainted, and the car is ready to run in less than one month. Two particular features of the car are the cylinder car and the cylinder car. Other attractive features include actual cost of your car. E. R. THOMAS



ing. Broad on stores. Colors. Mixture, and promptly on re satisfaction. PANAMA HAT



F. K. B. Suite 2117



Leslie's Weekly



Send for  
**TRIAL BOTTLE**  
20¢

**50 Times the Strength**  
The most exquisite perfume ever made. Lasts 50 times as long as ordinary kinds. A new process, gives only pure distilled odor of flowers (not diluted with anything). Don't use a drop—just touch the long glass stopper to handkerchief.

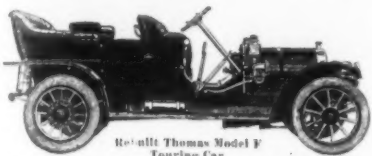
In Cut Glass Bottle in Polished Maple Case, \$1.50, at dealers in perfume or sent postpaid on receipt of price. Odors—Lily of the Valley, Violet, Rose, Crapapple and Lilac.

Money back if not pleased. Send 20¢ for trial bottle (prepaid).

**PAUL RIEGER**  
181 First Street, San Francisco, Cal.

**Rieger's Flower Drops**  
Regular Bottle  
San Francisco, New York, Paris.

## Rebuilt Thomas Cars



The Thomas Motor Car Company has for sale a few factory rebuilt cars which carry the same guaranty as new ones.

These cars have been all torn down, worn parts replaced, the chassis re-assembled, and the body repainted and refinished, and the prices in many instances are less than one-third the original price.

Two particularly interesting bargains are a 1909 Six Cylinder Car and a 60 H.P. Four Cylinder Model F, illustrated above, original price \$4,500.00.

Other attractive propositions are listed in our descriptive bulletins giving specific information regarding actual condition of each car. Write us, stating your wants.

E. R. THOMAS MOTOR CAR COMPANY, BUFFALO, N. Y.

**\$1 English Knock-about Hat**

A stylish, serviceable hat for dress or business. Genuine English Felt. Folds into compact roll without damage. Broad outside band. Would sell for \$2 in most hat stores. Colors: Black, Dark Gray Mixture, Brown Mixture, and White. Weight, 4 ozs. Sent postpaid promptly on receipt of \$1. State size and color wanted. Satisfaction guaranteed.

PANAMA HAT CO., Dept. R, 830 Broadway, New York City

**If YOU Would Be Successful Stop Forgetting**

**MEMORY**  
the BASIS of all KNOWLEDGE

Send today for my FREE BOOK "HOW TO REMEMBER" — Faces, Names, Studies — Develops Will, Concentration, Self-Confidence, Conversation, Public Speaking. Increases Income. Address: DICKSON MEMORY SCHOOL, 522 Auditorium Bldg., CHICAGO

**SUCCESS SHORTHAND**

is written by Clyde H. Marshall, world's champion shorthand writer, and is taught in good schools everywhere. Learn Success Shorthand at your nearest school or by mail from us. For beginners and stenographers. Catalogue free.

**Success Shorthand School**  
410, 723 Schiller Bldg., Chicago.

**FREE Edison Phonograph Trial Offer**

You can play it in your home without charge or obligation. Return at our expense if you choose, or keep it at \$2 a month. Write today for big catalog, FREE.

**F. K. BABSON, Edison Phonograph Dist.**  
Suite 2417 Edison Block, Chicago.

**VENTRILOQUISM**

Learned by Any Man or Boy at home. Small cost. Send today 2c-stamp for particulars and proof.

**O. A. SMITH** Room T2, 823 Bigelow St., Peoria, Ill.

**GINSENG**

RAISING is the surest way to make Big money on Little capital. One acre produces 5,000 lbs. Sells at \$6 lb. Requires your spare time only. Not satisfied with your present income write me today.

**T. H. SUTTON, 830 Sherwood Ave., Louisville, Ky.**

**Stallman's Dresser Trunk**

Easy to get at everything without disturbing anything. No fatigue in packing and unpacking. Light, strong, roomy drawers. Holds as much and costs no more than a good box trunk. Hand-riveted; strongest trunk made. In small room serves as chiffonier. C O D with privilege of examination 2c. stamp for catalog.

**F. C. STALLMAN, 64 E. Spring St., Columbus, O.**

**Leslie's Weekly**

Offers advertisers exceptional opportunities. Over 330,000 copies guaranteed for \$1.25 per line. We have interesting statistics if you are interested.

## Stage News and the Move for Cleaner Plays.

(Continued from page 421.)

The part is very well played by Jane Peyton. Before the play opens *Grace* has married the *Hon. Mark Robinson*, who in the first act is seen with *Jim Blake* and joins with him in plotting for the downfall of the *Hon. Matthew Standish*, their political opponent. They have tried every means to bring about his political defeat. Only one thing remains—to bring a woman into the case. They find that, five years before, *Standish* has had an affair which did not result in marriage.

All that they need is the name of the woman. They plan to trap *Standish* into giving her name. He is called into conference and told that all is known. Frightened, but doubtful of the truth of this statement, *Standish* falls into the trap. He rushes to the telephone and calls up the woman to warn her. The vital part of the action now rests with the telephone girl, who has heard the plotting in the "Amen" corner and who has also given *Standish* the number of the woman's house, which is 1101 Plaza. *Wanda Kelly*, the telephone girl, refuses to give this number to *Jim Blake*, who offers a high price for it. No. 1101 Plaza is a secret to all, excepting *Wanda* and the audience. The climax of the first act, and one of the most interesting moments of the entire play, comes when the *Hon. Mark Robinson* saunters into the lobby and carelessly calls to the telephone girl to get 1101 Plaza and call for his wife.

In a flash the audience discovers that *Robinson's* wife is the woman, although it takes two acts for *Jim Blake*, *Grace's* father, and *Mark Robinson*, her husband, to find it out. These two leave no stone unturned to ferret out the name of the woman who figured in the life of *Standish*, and it is their efforts in this direction which keeps the dramatic interest alive to the very last. *Mary Nash*, who plays the part of the telephone girl who refuses to be bought and who even withstands the third-degree cross-questioning, deserves all the credit which has been showered on her. She is the most realistic player among the ingenues on the stage to-day. *John W. Cope*, as *Jim Blake*, carried much of the success of the play on his shoulders.

### PLAYS TO WHICH ONE CAN TAKE HIS WIFE OR DAUGHTER.

EDITOR'S NOTE: During the course of the dramatic season, Miss Harriet Quimby, LESLIE'S dramatic editor, receives many letters from subscribers and others asking her to name the decent plays to which a man may take the feminine members of his family. As most of the productions go on tour after leaving New York, we believe that a list of wholesome plays will be found valuable to the public.

John Drew,	A Single Man,	Empire.
Rose Stahl,	Maggie Pepper,	Harris.
Donald Brian,	The Siren,	Knickerbocker.
	Excuse Me,	Gaiety.
	Everywoman,	Lyric.
Frank McIntyre,	Snobs,	Hudson.
	Speed,	Comedy.
	The Concert,	Belasco.
Edmund Breese,	A Man of Honor,	Weber.
	The Kiss Waltz,	Casino.
	Passers-By,	Criterion.
	When Sweet Sixteen,	Daly's.
George Atiles,	The Woman,	Republic.
Douglas Fairbanks,	Disraeli,	Wallack's.
	Gentleman of Leisure,	Globe.
George Cohan,	Bought & Paid For,	Playhouse.
Edgar Selwyn,	The Little Millionaire,	Cohan.
	The Arab,	Lyceum.
	Next,	Daly's.
	What the Doctor Ordered,	Astor.
Margaret Anglin,	Green Stockings,	39th Street.
	Never Homes,	Broadway.
Gertrude Elliott,	Rebellion,	Maxine Elliott.
	Reviews of Reviews,	Winter Garden.
	The Great Name,	Lyric.
	The New York Hippodrome.	

### Recent Deaths of Noted Persons.

**ADMIRAL WINFIELD SCOTT SCHLEY**, a hero of the Spanish-American war, at New York, October 2, 1911, aged 72 years.

**Fletcher Procter**, former Governor of Vermont, at Proctor, Vt., September 27th, aged 51.

**Charles Battell Loomis**, author and humorist, at Torrington, Conn., September 23d.

**William S. Lewis**, Lincoln's body-guard and for years a White House door-keeper, at Washington, aged 85.

**Charles F. Manderson**, former United States Senator from Nebraska, at sea, September 28th, aged 74.

**Baron Northcote**, former governor-general of Australia, at London, September 29th, aged 65.

**Chief Satago**, last sachem of the Chipewewa tribe, at St. Ignace, Mich., September 27th, aged 108.

**Sarah Hackley**, said to have been the oldest woman in Kentucky, at Sergeant, Ky., September 28th, aged 113.



Three-Passenger Coupe—\$1100 F. O. B. Detroit. Equipped with electric headlights, combination side and tail lamps, dome light inside, shock absorbers in front, 31 x 3 1/2 inch rear tires, horn and tools. Interchangeable runabout body with Coupe, only \$50 extra.

Consider the luxury of this  
\$1100 enclosed

**Hupmobile**

More Hupmobile Coupes were sold last year than any other enclosed car of its type.

The reason is obvious.

The Hupmobile Coupe ceased to be an interesting experiment and became a pleasant certainty two seasons ago.

Consider the coziness and comfort of this enclosed car on sharp, chilly mornings, to and from the office; and back again to the house on wet or wintry evenings.

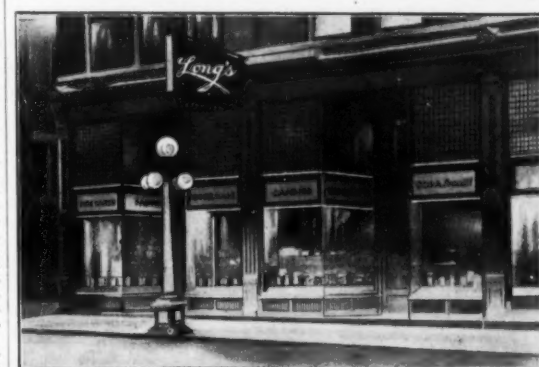
Consider its convenience for about-town business trips—for the journeys to and from the depot; for shopping purposes; for the theatre trips and afternoon calls.

There is not a member of the family from the baby upward, that does not partake of its luxury.

And all this at such blessedly small expense.

If you wish, your Hupmobile can be convertible into a Hupmobile Runabout for \$50

**HUPP MOTOR CAR COMPANY, 1263 Jefferson Ave., Detroit, Mich.**



**Popcorn Crispettes Built This Big Business For Me**

This is a picture of my big confectionery store in Springfield, Ohio.

The money I earned, selling Popcorn Crispettes—a new, delicious confection—enabled me to do it.

My Popcorn Crispettes Machine made me a rich man. Any other man who goes at it as I did can make a lot of money. I am just a common, everyday sort of a fellow. No reason why I should do any better than you.

Write me today. I'll tell you how I built my big business. I'll tell you just how I went about it—how you can do the same.

If you follow instructions you should make more money this fall and winter than you ever dreamed of. Somewhere in your town there is a small store, a half-store, a little nook or even a store window—where you can set up your machine and make money. You can start at home if you wish.

**Every Time You Take in a Nickel You Make Almost Four Cents Profit**

You'll have a good thing all to yourself. I furnish a secret formula for making Crispettes; it's different from anything else. So you escape competition. People buy and buy and buy Popcorn Crispettes because of the taste. They're so different—so tasty and tempting, folks want more and more of them.

In my literature I tell you all about them; about men who have made big money with the machine, and the men tell you how they did it. It's very interesting reading.

Making money isn't nearly as hard as it seems. Half of success is in making the start—the other half is nerve, judgment and a good proposition. I've got the proposition—you've got the nerve and judgment. Put the three together now and make money, as I did. At least investigate. Look into the proposition. Get my story and the story of other men who are making money with a Long Popcorn Crispettes Machine. Write today.

**W. Z. LONG, 386 High St., Springfield, Ohio**

I stand ready to help other men to make good; men who have business hopes; who are anxious to make lots of money.





# See the Self-Starting 1912 HUDSON "33"

**N**EXT year all leading automobiles are bound to be equipped with a *Self-Starter* and will have *Demountable Rims*. You make a mistake if you buy any car not now equipped with a *Self-Starter* and *Demountable Rims*.

You get these features on the HUDSON "33" now. The price complete is less than was charged for last year's model.

We have tested practically every starter thus far produced. The one your HUDSON dealer will show you is *the only one* Howard E. Coffin and his Board of Engineers would approve for use on the HUDSON "33".

It is the most reliable of all we have seen. It starts the motor *without cranking*. We left a HUDSON "33" in a cold storage room for a week. The temperature was below freezing but the motor instantly responded to the operation of the starter.

There is nothing complicated—it has only a dozen parts. It is not heavy. The weight is less than four pounds. In thousands of tests it was 98% efficient.

Do you understand what that means?

No more cranking. No more lame backs. No more sprained or broken arms due to "back firing."

A child can start the motor of the HUDSON "33" as easily as it can push a button that rings an electric bell.

Why not choose a car with such an equipment? Next year all first-rate cars will have self-starters. As usual we are again a year ahead of others. Think of the satisfaction you will have now with this feature of the HUDSON "33". You will confidently seat yourself at the wheel and in response to a simple operation, the motor will start. It will attract the admiration and envy of every automobile owner whose car must be started, in the old way, by cranking.

The last objection women have to driving a gasoline car is thus removed.

## Demountable Rims

### Also Necessary

About the hardest, most disagreeable work about an automobile, and it usually comes in the most inconvenient places, is changing tires. Not so when you have Demountable rims. The extra inflated tire can be substituted in a few minutes

for a flat tire. There is no labor—nothing is difficult. There is no delay.

No other type of tire rim will be acceptable on any dependable car in the future. Why accept a car that hasn't this equipment now? It makes your automobiling so much more satisfactory. It will make your car so much more salable if ever you wish to dispose of it.

## Still Greater Reasons For Its Being a HUDSON

But there are still other reasons more vital why you should prefer a HUDSON "33".

The item of simplicity is important. There are 900 fewer parts than are used on the average automobile. Compare the chassis with the chassis of other cars. Note the absolute accessibility of the HUDSON "33". See how clean and free it is from rods, springs and intricate connections.

Unless you are a judge of automobile values you may not fully understand that accessibility means low cost of up-keep. If vital parts are placed out of easy access by the intricacies of design and construction, it means just that much extra trouble in making adjustments and repairs.

No car is quieter in operation. That comes from perfect design. It remains quiet through months of service. That is due to good workmanship. There is all the power you need for the hills that any automobile will make—all the flexibility required for any traffic condition and a smooth, vibrationless operation similar to that experienced in most automobiles, only when they are coasting down hill. You can appreciate these conditions only by test. You must ride in cars of different makes and in the HUDSON "33" to understand what this means.

## Costs Us \$152 More

### Costs You Less

Instead of reducing manufacturing costs, we have added \$152 for better materials and finer workmanship.

Yet the 1912 car sells for less than did the '11 of similar model and equipment.

Thousands paid \$1500 for the 1911 HUDSON with fore-doors, top, magneto and Prest-O-Lite

tank. Almost as many more had their cars equipped with 34x4-inch tires, with demountable rims and glass windshield. This brought the price up to \$1630.

The character of the equipment is much superior to and more luxurious than that used last year. Lamps cost us a great deal more. Leather for upholstery this year costs \$14.11 more per car. One set of bearings amounts to \$7.35 more than did the bearings used for the same purpose last year. It takes three days longer to paint the bodies. Labor charges per car exceed last year by \$35.65. We built the best car we could then at the price. But we have progressed. Our men have greater skill. Many new refinements have been developed. They all make for a better car—for longer service—for completeness. They cost us more, but with all included, the car to you is less than was the 1911 model with fore-door and similar equipment.

Don't you think it wiser to buy a car in which quality advancement has been made rather than to choose an automobile that has not been increased in value? Think also of the disadvantage of owning a car designed after the practices of three years ago. Engineers have advanced far. The ideals of that day are practically obsolete now. The HUDSON "33" is the one advanced car of the past three years.

## Other Great Engineers

### Also Helped

The 1912 HUDSON "33" is the product of Mr. Coffin, plus the assistance of the staff of most experienced and largest number of engineers employed by any one manufacturer. Each, a specialist—has had experience that the others have not had. Each knows something the others do not know. These men spent months with the 1911 car. Then Mr. Coffin received their criticisms and recommendations. All was weighed against the combined experience and ingenuity of all members of the staff.

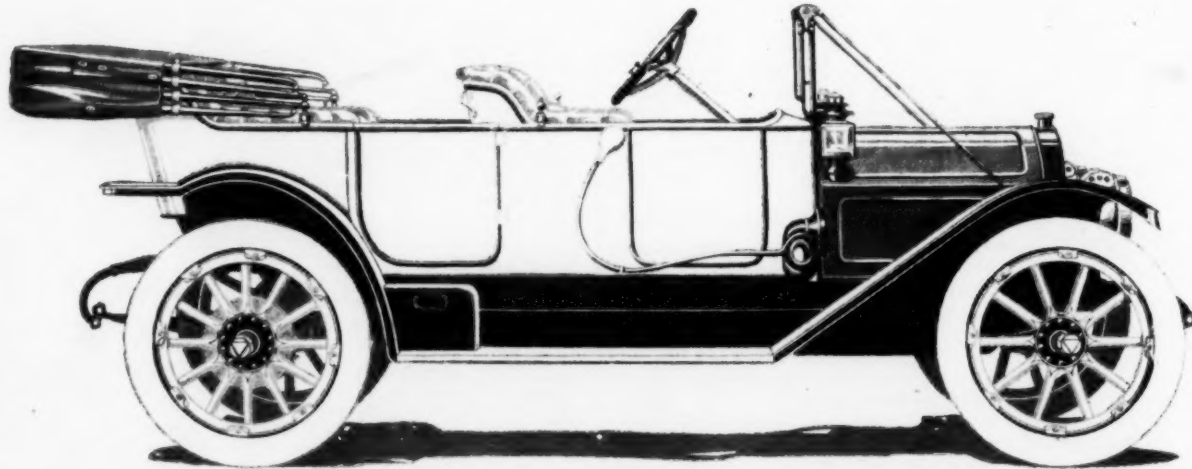
Can you imagine a more complete development? Nothing basic was changed. But still the '12 is different. It is the finished product of many men—the ablest we could get.

Don't you think it better to see the HUDSON "33" NOW?

See the Triangle on the Radiator

HUDSON MOTOR CAR COMPANY, Detroit, Mich.

7176 Jefferson Avenue



"33" Touring Car with Self-Starter, Demountable Rims and Big Tires, \$1600

Models are Touring Car, Torpedo, Roadster and Mile-a-Minute Roadster. Price for all models is the same as above. Regular equipment includes Disco Self-Starter, five Demountable Rims, four 34 x 4-inch tires, tire irons, magneto, glass windshield, mohair top, complete lamp equipment, Prest-O-Lite tank, tools and tool box, tire repair outfit, etc.



# The United States a Half Century Ago

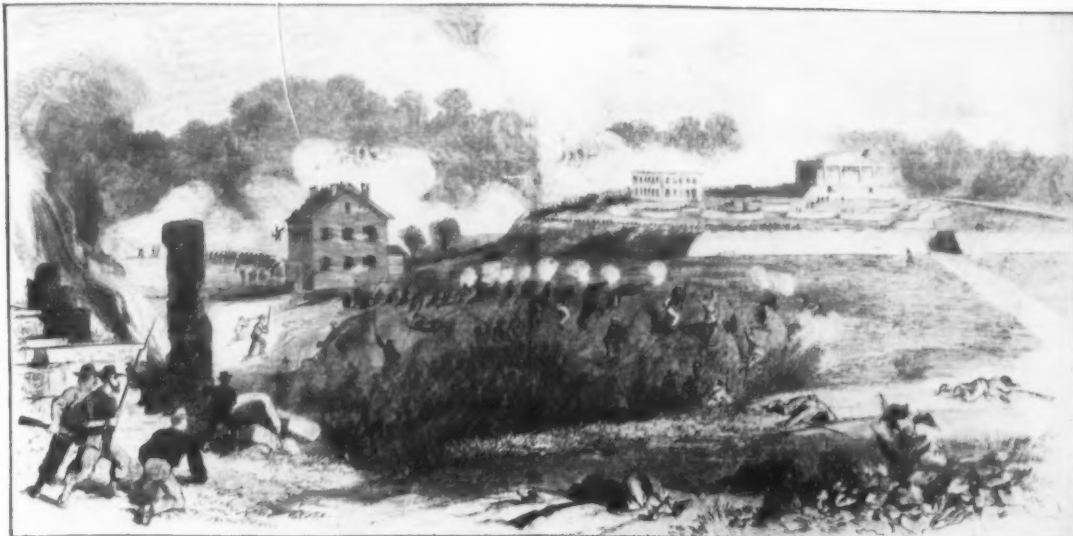
Scenes and News from Leslie's Weekly of October 12, 1861

Copyright, Leslie-Judge Co.



"Gathering Secesh Oats." An incident in the march of General Prentiss's division from Ironton to Cape Girardeau, Mo.

From a sketch by our artist attached to General Prentiss's command.



Battle of Lexington, Missouri (fought for four days), between 2,600 national troops, commanded by Colonel Mulligan of the Twenty-third Regiment, Irish Brigade, and 24,000 Confederates, led by General Sterling Price.

From a sketch by F. B. Wilkie, a prisoner in the Confederate camp during the fight.

## The State of the Nation as It Appeared Fifty Years Ago This Week.

From Leslie's Weekly of October 12, 1861.

THE indications are, that the main body of the Southern army has fallen back on the stronghold at Manassas, abandoning the designs on Washington, with a view of sparing a heavy detachment for operations in Kentucky. The supposed powerful works erected by the Confederates on Munson's and Mason's Hills prove on examination to be poor specimens of engineering skill, and utterly worthless for any earnest military purpose. Some of the supposed "Columbiads" were found to be painted imitations of wood.

Troops continue to pour into Washington from the North, and the indications of a forward movement are numerous. Meanwhile the work of organization and discipline goes steadily on. The construction of defenses, whereby 50,000 men will be able to protect the capital against any possible force that can be brought against it, is nearly concluded.

Some excesses were committed by the national troops in their advance on Munson's Hill and Falls Church, which called out from General McClellan a characteristic general order.

The Provost-Marshal of St. Louis has issued an order to the banks of that city holding the annuity funds of the Cherokee Indians, and directing them to retain the same for the use of the United States, in consequence of the Cherokees having severed their connection with the government of the United States and joined the Confederacy. These Indians, some of whom are slaveholders, have been induced to take this step under the combined influence of persuasion and force. Commissioners were sent to them from President Jefferson Davis himself, and while McCulloch threatened them with war on one side, Pike made promises of the assumption of the annuities paid from the United States by the Confederate government. John Ross, their chief, under whose intelligent government the Cherokees have made the greatest advance in civilization of any Indian tribe of this continent, from the first opposed the change, and warned his people of the fearful risks they were running in swerving from their allegiance to the Union. But he was overborne at last, and on the 20th of August an act of adhesion to the Southern Confederacy was passed by the chiefs in council. Measures were subsequently taken to raise men for the service, and it is said that the Creeks will furnish 1,000 men and the Cherokees 1,200.

It will be remembered that the Raleigh (N. C.) Register published a paragraph concerning the effect

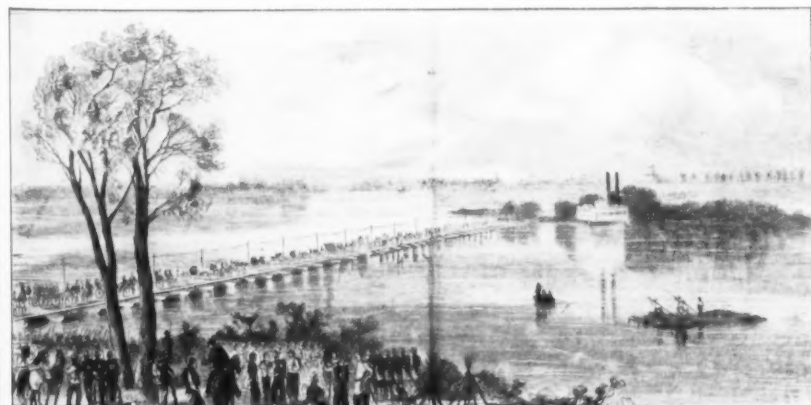
of the announcement of the capture of Forts Hatteras and Clark on the Legislature of North Carolina, then in session. It said, "We forbear, for the credit of the State, to describe the effect produced in the House of Commons by the reading of the dispatch." We now learn from persons who were present, that when the capture was announced in a communication from the Governor, the Union members rose in their places and cheered and swung their hats, and were so noisy in their rejoicing that all business was for the time suspended. The same feeling, it is said, pervaded a great part of the State. Thousands on thousands rejoiced over the success of the Union forces.

All Europe is on a broad grin over Mr. Minister Sanford's post-haste and express steamer to Garibaldi, with propositions to enter the American service. Never for an instant supposing that a mere itching for notoriety could induce a minister resident in Brussels to vacate his post and rush madly across Europe into the Mediterranean, the European press has naturally enough taken the act of a fussy subaltern for that of the Government, and treated it accordingly. Their comments on the procedure vary with their intensity of dislike to this country.

This Garibaldian exploit is Sanford's alone. After chartering the steamer Dante for 25,000 francs, plus the cost of telegraphing the fact from Genoa all over Europe, it is unfair not to give him the undivided glory of having practically published to the world that Americans cannot fight their own battles, and that American officers are incapable of leading their own armies.

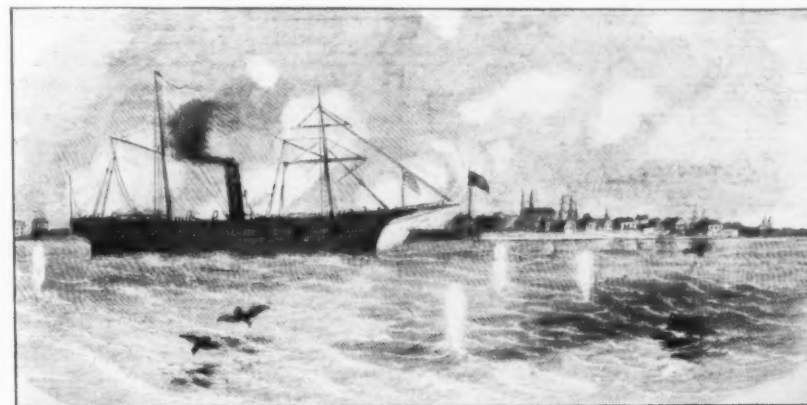
The official returns of the trade of France with the United States for the first six months of 1861 show a woeful falling off, and readily explain the anxiety of the French commercial classes to witness a speedy termination of a war ruinous to many branches of European manufactures.

The news from western Virginia reports a battle on the 2nd, at Green-briar River, twelve miles from Cheat Mountain, between a Union force of 5,000 under General Reynolds, and 15,000 Confederates, under General Johnston. The engagement resulted from a reconnaissance made in force by the Northern troops to ascertain the strength of the Southerners. Having drawn out the full force of the enemy, General Reynolds appears to have retired, taking several prisoners and a large number of horses and cattle. The Confederate loss in killed is estimated at 500; General Reynolds's, 17 killed and 11 wounded.



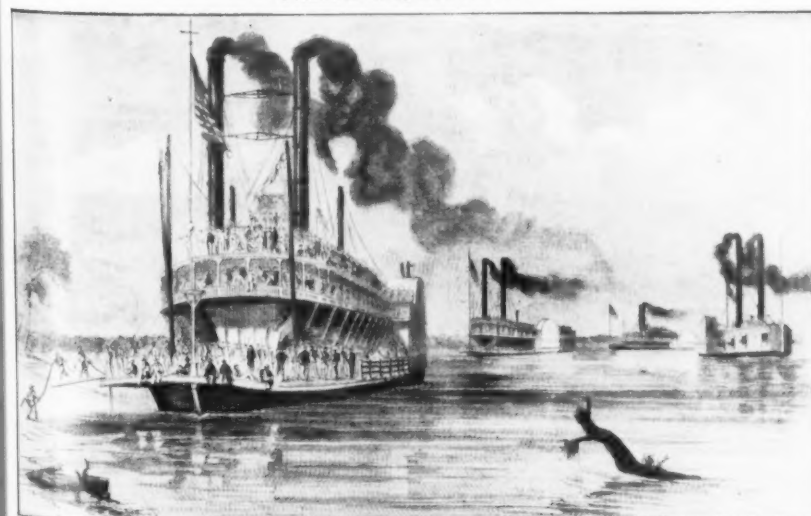
Great bridge of boats, a mile in length, built by the national forces, across the Ohio River from Paducah to the Illinois shore. Passage of the first division of the Illinois artillery and infantry.

From a sketch by W. R. McComas.



Shelling the batteries at Galveston, by the United States war steamer "South Carolina," the commander of which reported that the forts fired the first shot.

From a sketch by Mr. Black.



The national troops landing on the Kentucky shore, opposite Cairo, for the purpose of building Fort Holt, now nearly finished.

From a sketch by our artist accompanying the division.



Fort Holt, recently constructed on the Kentucky shore of the Ohio River opposite Cairo, Ill.

From a sketch by our special artist in Cairo.



# Velvet

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